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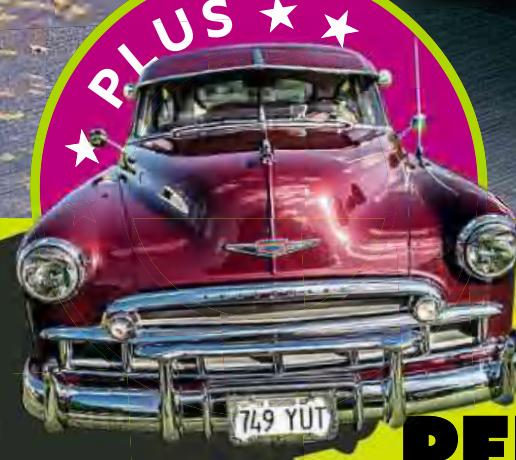
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GULF

Ben Klemenzson

Viewpoint



Service with a smile...?!

Among the many and varied features you'll find in this month's *Classic American* is Jim Maxwell's nostalgia piece on 'service stations', the predecessors of today's gas stations which are for the most part self-service convenience stores, which sell fuel as an increasingly unimportant sideline.

I'm not quite old enough to remember when these establishments were in their heyday, but I do remember when I first started driving in the Eighties gas stations in the States still had 'full service' bays, where an attendant would pump the gas for you (for a few cents more than the 'self-serve' bays). However, Jim is harking back to an era when there was more to it than just having someone else put fuel in your car for you. Rather it was one when nothing was too much trouble, and all those jobs that we all know we should undertake as a regular part of car ownership were actually done for you: Checking the air in your tyres, checking the oil... you name it!

'Service' is one of those words that nowadays is bandied about increasingly and greatly misused; but we all know when we get good service... and rather disappointingly, we also know when we get bad service too. Most savvy consumers realise that there's usually a cost to going with the cheapest option. I know myself that the parts suppliers I use may not necessarily

be the cheapest, but that they do offer the best service; not only in terms of accuracy of product and quick delivery, but also not quibbling if there is ever a mistake with my order. And that guarantees return business from me every time!

I hope you enjoy the selection of features and articles in this month's *Classic American*; in the run-up to Christmas and with the onset of winter, many of us now have time to spend reading about our favourite hobby/pastime, rather than actually indulging in it. So you'll find we've carefully chosen a selection of features which we hope will appeal. Ever fancied a trip to Cuba, to see all those old American cars? Turn to page 74! Still contemplating dipping your toe in the cold waters of American vehicle ownership? Turn to page 43! As always, we welcome your comments and feedback, so don't hesitate to drop us a line!

Ben Klemenzson, editor
bklemenzson@mortons.co.uk





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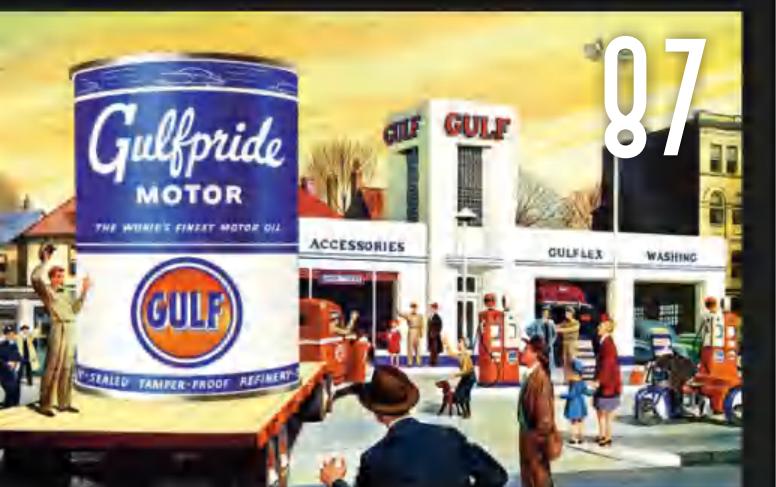
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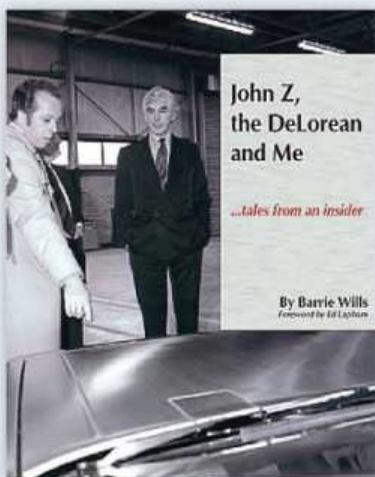
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DeLorean & Me

If you fancy some Trans-Atlantic automotive reading over the Christmas period, you could do a lot worse than 'John Z, the DeLorean & Me... tales from an insider' (£25/\$39.99). It's the memoir of one of the longest-serving employees and final CEO – albeit in receivership and administration – of DeLorean Motor Cars Limited.

It covers the amazing four-and-a-half-year history of the company from the day Barrie Wills commenced work in October 1978, when the excavators moved on to the 72-acre cowpatch in war-torn West Belfast, until mid-February 1983, when he handed the keys of the state-of-the-art manufacturing plant to the auctioneers. To order use ISBN 978-0-9856578-8-8.



John Z,
the DeLorean
and Me

...tales from an insider

By Barrie Wills
Foreword by Ed Lupton

It's OK to tinker

Mike Renaut discovers the American legal system sees sense and says modifying your own car is not a violation of copyright...

Human nature is inquisitive, it's natural to want to take things apart and try to improve them. That's always been the case with our cars, but recently there have been rumours that playing about with the engine components of a modern car might have resulted in a violation of copyright.

The issue was the Digital Millennium Copyright Act. The DMCA was passed by congress in 1988 to protect against the violation of copyright. Corporations such as Disney were seeking to protect their earliest cartoons since some of them might have begun to enter the public domain in the early 2000s. The Act criminalised the creation of any technique, tool, service or technology designed to circumnavigate digital copyright protection. This meant just creating a method to violate copyright could make the creator criminally liable, even if there was never an attempt to violate copyright.

The trouble was the DMCA were blanket laws written by corporations to protect their entire intellectual property rights, with little thought for potential future consequences. At one point it was suggested even discussing the subject could have been in violation of the law. How does this relate to cars, I hear you ask. Well, it's about the digital software that has electronically controlled many American cars since the Seventies. If your car has any electronic engine management then it uses computer software to operate. Perhaps it controls the airflow, brakes or fuel injection. Although having purchased the car you of course



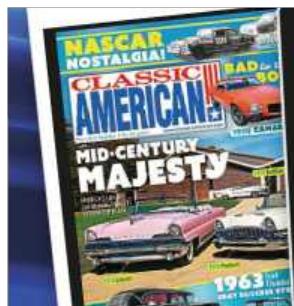
own the car and all those parts within, but you don't own the software or the copyright to it. Under the precise wording of the DMCA simply altering the system – say to smooth out the engine idle or get a bit more air in for better performance – could be construed as altering the software and a violation of copyright.

If you went further and remapped your engine or altered the ECUs from standard, legally speaking, this could also be against the law. First-time offenders could have been hit with a fine of up to \$500,000 or as much as five years in jail. Although we're not aware this ever happened. The car companies and the Environmental Protection Agency argued that safety and emissions levels would be



compromised by permitting an owner to modify their car – of course they would prefer car owners visit a franchised dealer and use expensive diagnostic equipment, rather than fix their car at home. Fortunately sense has prevailed.

On Tuesday, October 27, the US Copyright Office granted an exemption to the DMCA to allow vehicle owners to circumvent portions of the Act to allow repair, diagnosis or modification without fear of prosecution. It was also suggested by the Electronic Frontier Foundation (a non-profit civil liberty defender) that the recent Volkswagen emissions scandal – where emissions software had a 'cheat' mode – could have been discovered earlier had the software not been so vigorously copyright protected. It doesn't take much imagination to see the longer term implications had the wording of the law not been altered. Imagine if changing the wheels on your car, repainting it or even changing the radio could be classed as a violation of manufacturer copyright? Hopefully this new ruling will have set a long-term precedent and for once logic has played a part in the law.



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CR1 '69 Camaro.

SEMA shindig

Just as this issue of *Classic American* was heading to press the annual American aftermarket industry shindig that is SEMA (Specialty Equipment Marketing Association) was taking place in Las Vegas. As usual there was all the razzle-dazzle of glamorous marketing girls and enough exhibition halls to exhaust all but the most serious attendees; however, the latest fad has been the unveiling of restored muscle cars on specific businesses' stands. One which caught our eyes was the 1970 Pontiac GTO Judge belonging to Wheel Vintiques president Wade Kawasaki.

A numbers-matching restoration, performed by Bodie Stroud Industries, the GTO had been an excellent survivor before the restoration began. It features the original 400ci Ram Air III engine, which has matching date codes on every component, even down to the carburettor. Bodie Stroud took on the project, utilising restoration components from Original Parts Group, Trim Parts, Classic Tube, PUI Interiors, National Parts Depot, PPG and more. With Wade's involvement in Wheel Vintiques and Coker Tire, the GTO Judge rolls on authentic Firestone Wide Oval raised white letter tyres, wrapped around Pontiac Rallye II wheels, an authentic combination that gives it the period correct look.

Meanwhile, over at the Classic Recreations stand, the pro-touring 1969 CR1 Camaro was making its



debut in the Centerforce Clutches booth. This particular CR1 started life as a stock 1969 Camaro which was then straightened and fettled with a combination of classic restorative body work techniques and new panels from Dynacorn. Under the hood, the stock engine was removed and replaced with a modern 505 horsepower Chevrolet Performance LS7 crate engine, with custom long tube headers, 3-inch mandrel bent exhaust pipes and MagnaFlow mufflers make sure the LS7 breathes properly and sounds great. The LS7's power is sent rearward through a Centerforce clutch – of course! – Tremec 6 speed manual transmission and finally a 9-inch Strange Engineering rear end with 3.89 gears and Posi-Traction. There's also a 4-link rear suspension system, with adjustable coilovers at all four corners. Larger sway bars assist in keeping the CR1 flat in the corners. Braking has been handled by Wilwood with six piston calipers and 14-inch rotors at all four corners along with an adjustable brake proportioning valve. Sending power to the ground are Forgeline wheels wrapped in BFGoodrich Rival tyres sized 275/35/18 in the front and 335/30/18 in the back.

For a full report on SEMA, see next month's *Classic American*!



Bodie Stroud '70 GTO Judge.



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The P-15 Picnic

Photography: Neal Reed.



Exactly 70 years after they first rolled off the production line, an amazing array of post-war Chrysler Corporation cars gathered at historic Sywell Aerodrome to celebrate this special anniversary at their first-ever UK meet.

Seven cars arrived on Saturday, with many of the owners meeting for the first time. Furthest travelled was a group of four in a Plymouth coupe which had been driven from South Wales, just two days after owner Phil had fitted a dual-carb intake... with some of the missing linkages being replaced by twisted pieces of wire. We're happy to report that the car made it home without incident, too!

In the afternoon, a Spitfire, Texans, Yaks, a Beech Staggerwing, Jet Provost and a range of other vintage aircraft departed from a 'fly-in' at the aerodrome. The cars then headed out for a cruise around the countryside and an opportunity to grab some memorable pictures before returning to the aerodrome where everyone enjoyed dinner and an evening in the bar.

Sunday was the day of the main event and saw more arrivals, plus about a dozen 'guest' cars, including a beautifully restored '38 Chrysler convertible which made its maiden road trip from Yorkshire to Sywell. About 20 HRG sports cars also dropped in on their 80th anniversary tour. One of these was a 1949 Le Mans class winner, so they were a welcome addition to the line-up.

Many of the owners enjoyed a highly entertaining and informative guided tour of Sywell Aviation Museum before cars began to depart. But there was a final treat for those who stayed late... the magnificent sight of a Vampire Jet taking off, performing a thrilling display over the airfield and coming back in to land. The weekend couldn't have been better, with stunning cars, a great bunch of people, beautiful surroundings and lovely, sunny weather. Everyone's talking about 'next time' so if you know anyone with a 46-48 Plymouth, Dodge, DeSoto or Chrysler car, please watch this space for news... 'cos it'll definitely be happening again!



Liberace's gold leaf Cadillac at the Classic Motor Show

Visitors to this year's Footman James stand at The Classic Motor Show may have been forgiven for thinking the theme was a lovefest of the outlandish, lavish and extravagant as it unveiled a classic car of monumental glitz as its 2015 centrepiece.

The specialist insurance broker secured a 1931 Cadillac Fleetwood Drop Head Coupe featuring 23.7ct gold-leaf clad bodywork, silver external door handles and 24ct gold-plated internal door handles, to wow the crowds at the NEC show which was staged last month.

Reportedly owned by the flamboyant entertainer Liberace, the Cadillac represented a twist on the show's theme of 'She's a beauty'; according to Footman James, beauty really is in the eye of the beholder! David Bond, director

of Footman James, said: "We are being a bit Liberace with the truth here, as the car was believed to have belonged to ol' Walter. However, regardless of ownership, it really is a bedazzling peacock!"

In the 1970s the car was owned by a Jack Smith from Kansas who spent three years making it even more flamboyant; his efforts included dazzling white leather upholstery and driving lamps that move with the steering wheel.

It was later sold at auction in 1975 and then spent 12 years on display in a German museum. Today it is owned by Cheshire-based enthusiast Mike Radcliffe.



Welwyn Garden City Mustang theft



Police are investigating the theft of a Mustang from a garage in Welwyn Garden City, reported on October 15. The red Ford Mustang, registration mark VTM 648S (pictured) was last confirmed to have been in the garage in Sloansway in 1995 and could have been stolen any time between then and October 15 (yes, that's 20 years folks!). Anyone with any information about the theft should contact DC Smith via Hertfordshire Constabulary's non-emergency

number 101, quoting crime reference B1/15/3284. Alternatively, if you have any information about this incident, you can contact the independent crime-fighting charity Crimestoppers anonymously on 0800 555 111.

Stolen truck

Also reported stolen to *Classic American* was this red 1949 Ford F1 pick-up truck, reg no: 797 YUS. It was stolen from Chelmsford, Essex on Thursday, October 15 and if anyone sees this truck, they're urged to contact the police and report it.



Brass Monkey Run

The Iceni C.A.R. Club have been in touch with *Classic American* about their annual Brass Monkey Run which takes place on Bank Holiday Monday, December 28: "Once again it is time to get away from the turkey, the usual festive war films or the in-laws and join us for our run to the seaside on the North Norfolk coast!

"We leave the Ram Public House, Brandon (on the Suffolk/Norfolk border) at 10am and arrive at the Captain's Table, formerly the Ark Royal Public House, in Wells-next-the-Sea at 12ish (a distance of

just over 40 miles); stopping off at Swaffham to refuel and refresh as necessary." Route: The Ram, Brandon – leave 10am (travelling 15 miles, approx 20 mins) to Waitrose, on the Fakenham Road (A1065) at Swaffham (next to Eco centre) – arrive 10.20ish. Leave 11am (travelling 25 miles, about 45 mins) to Wells. Sounds like an excellent opportunity to blow those Christmas cobwebs away and get some bracing seaside air.

For more details call Tony 01842 810720 or Carl 01842 815637, or e-mail icenicarclub@fsmail.net

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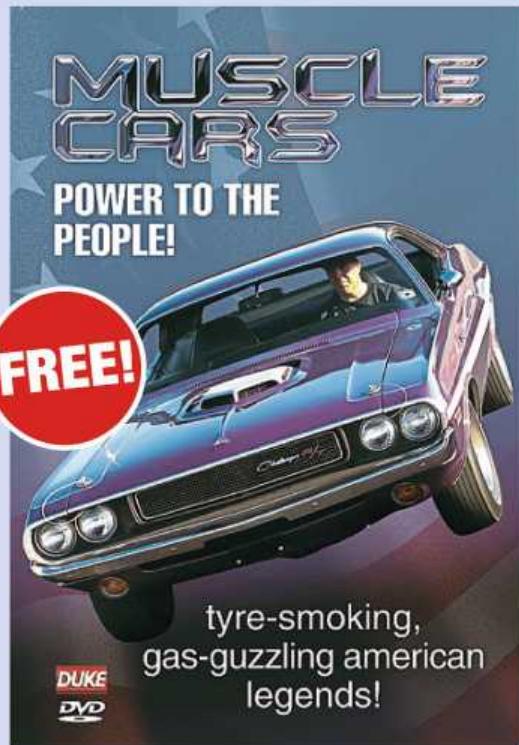
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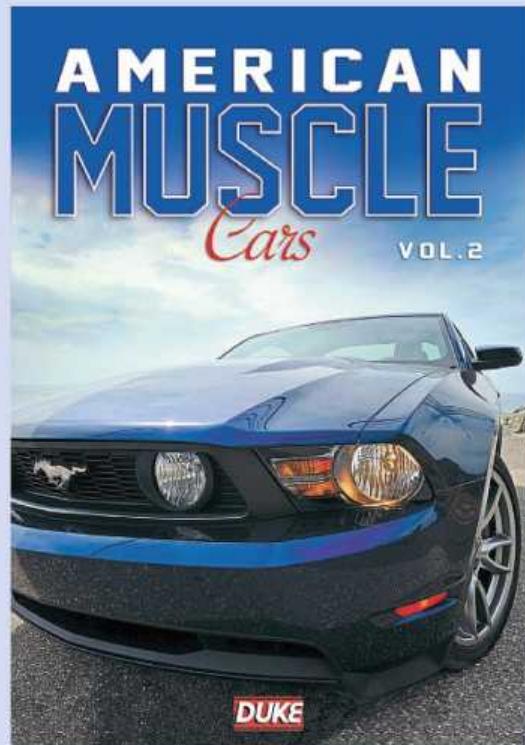
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Classic American Mail



ACCEPTABLE IN THE 80s

Dear *Classic American*,
I have really enjoyed your Eighties special, but why is it a special? It seems unless the car has chrome bumpers it doesn't get featured, yet all cars of the Eighties are all over 25 years old and you feature new cars. I am approaching 40 and many cars in your special by Huw Evans I had as a boy as Matchbox or Hot Wheels cars, these along with the usual Eighties TV programmes and films are what got me into American cars, so I suspect the same is for your younger readers. I wonder if a lack of knowledge or interest at your end is to blame – yes I enjoy reading about the Fifties and Sixties cars, but some more variety would be beneficial to all.

Andy Graham,
Norwich
Norfolk

Well Andy, this sounds a bit like the "What's a classic?" argument. Indeed all Eighties cars are over 25 years old now, but there actually aren't a lot of nice old ones around believe it or not, as a quick look at any show field will tell you, hence the difficulty in finding ones to feature. There's certainly no lack of interest at our end, that's why we did the '80s Special in the first place!

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restoration tips,
romantic wrecks, ads
from the archives
and news from the
burgeoning UK scene.



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STAR *Letter*



FOUR-DOOR CADDY CONVERTIBLE



Dear *Classic American*,
I read the recent article on the 1966 Caddy with interest, as I have a sister car. Mine is a '66 Caddy also, but as far as I am aware, it is a one-off: it is a four-door convertible in Candy Apple Red, with 'three shades of milk' interior. I've included some photos and it is interesting in that it carries a badge that reads 'American', written in gorgeous chrome on each rear wing.

It has the speakers in the centre of the back seats, chrome on the sides, but not on the sills, and it does not have wood on the doors. I agree with the owner of the other '66 ragtop that trying to replace any rear light bulbs is a mammoth job, needing a large hydraulic jack to take the weight of the whole back bumper

as you lower it in order to squeeze your hands in to get to the bulbs. The roof is electric and stands so far up in the air when being opened, it's unbelievable. I hope that you find this of interest.

Brian G. Turnbull

Thanks for your e-mail Brian, hopefully we will get some interesting feedback from other readers. Quite a car by the way and the first four-door Cadillac convertible we have ever seen. Rarer than hen's teeth? We'd definitely say so! No doubt Lincoln's offering of a four-door convertible caught GM on the hop, but we reckon this must be some sort of special coach-built affair...



PACKARDS & TURNPIKE CRUISERS

Dear *Classic American*,

Another great issue – love the V12 Packard of course! And the Imperial. It's great to see that the '54 Packard I didn't buy has found a good home! A few thoughts though: it was advertised as and carries the external ID of a Patrician – Patrician was NEVER offered with a manual trans, hence my deduction that this car had been converted, probably in US before it left their shores in '62, when all the correct parts would still have been obtainable to make a totally correct conversion.

It's easy to tell – if the body code is 2452, it's a Patrician. Cavalier body code is 5472, in both cases followed by a four or five digit serial number –

for example my car is 24528345: 2452 says it's a '51 (24th series) Patrician sedan, and it was the 8345th one produced. A Cavalier could have been auto or manual, but I'll repeat that Patrician was the top-price car and only ever sold with the Ultramatic auto trans.

If Nic's one is a Cavalier, someone may have altered its appearance to that of a Patrician – not difficult as the flash panel between the side mouldings on the rear fender is about the only noticeable difference. I've seen interior

pics of the car too, and it seems to have the little binnacle above the steering wheel that houses the auto trans shift quadrant. Converted or not, it's a gorgeous, rare old car and I wish Nic every success with it.

On the engine front – the common problem with these SV 8s is the valves sticking in the guides rather than the lifters gumming up, although that is of course also possible. If it's sticking valves, the only real answer is head off and a valve job – got to do mine this winter for just that reason! I wouldn't bother with a 12v conversion, but that's Nic's choice – mine



is just fine on the 6v system but I too need to do a wiper conversion – the vac ones just don't work. I've got two choices – a purpose-made unit from the US which will need an inverter to give me 12v power for it, or a VW Beetle wiper motor modded to fit, which is 6v.

On the Turnpike Cruisers – I don't have one of them but I do have pics of a '57 Colony Park wagon. But they were taken in about 1965 (attached, along with a '57 Montclair hardtop on RAF Brize Norton about the same time).

**Steve Miles,
Kidlington,
Oxfordshire**



Facebook Feedback

We had the following comment from James Hawksley on the *Classic American* Facebook page about shows and their apparently declining attendance numbers, and had some interesting responses:

James Hawksley: After visiting a few shows this year, I have to wonder: Why have American car shows gotten smaller over the years? I used to go to a lot in the Nineties. I remember when at Notts Americana, you'd struggle to find a spot to park on a Sunday, let alone camp over. At the last one I went to five years ago, tents occupied where cars once parked. Drayton Manor used to get so full they'd be parking on the driveway and car park leading into site. Even as recently as 2005 with the Billing Aquadrome shows, they'd be showing cars from the toilet block up to the river at the top of the site boundary. Rally of the giants has gotten smaller since moving to Blenheim too.

I understand this might just simply be a geography thing though. Is it down to running costs, popularity of US cars or the fact the good classic stock is running low due to Britain's lovely damp climate? I know that a lot of the classic American cars we got in this country were imported by ex-US servicemen in the past, and these cars are slowly disappearing because US military personnel are importing their Toyotas now, instead of Pontiacs. Maybe times are changing, and with the new flood of US imports coming back into the UK, in 30 years' time our show fields will be full again with 'classic' 2012-plus Corvettes, Mustangs and Dodge Rams!

Frederick Barnes: As a retired bus driver, I went/go to car/bus shows/rallies, (helping to organise some bus rallies) the cost of the fuel was a big factor for the

entrants, some of the older buses, on a good day, might get up to 9 miles to the gallon, the cost of entering a bus, into the show/rally added to fuel costs, stopped many shows even getting organised.

Roy Galway: Is it because the folks that used to do the shows in the Nineties etc. are now older, have 'been there and done that' just sitting in a field of cars and would now prefer to just go and drive their cars, maybe locally... especially with the price of fuel? Just a thought. Interesting post James!

Brian Robinson: I have been doing shows and rod runs on and off since 1978. Although we were a lot younger and a little fitter back then, I just can't get to any quality shows any more. I live in the North East of England and the nearest quality show would be Manchester...

Mel Atkinson: Plenty of reasons. Many of us are getting older, the price of fuel. Too many shows have gone back to the 'park-in-a-field' format and have lost that 'American style' razzmatazz. Many car owners object to paying to show their cars to make a profit for a business: it's one thing for a club to make money for its members, but when a business jumps on the bandwagon, it's a different matter. With so many smaller clubs organising events nowadays there is such a choice; why travel a hundred miles to park in a field when you only need to drive 30. Finally organisers don't promote the shows enough, quite often you don't realise something is on until it's too late!

Clive Arnold: Nothing here in North Yorkshire, there was one in Masham last year but not this year. Shame as seeing some Yank tanks going around the roads up here would be quite a sight!



Want to join the fun? There's always lots going on the *Classic American* Facebook page, from news, funnies, polls, to useful tips and all the extra show coverage we can't fit in the magazine. To make sure you get your daily dose of *Classic American* fun and trivia, search for *Classic American* magazine on Facebook and click 'like'.



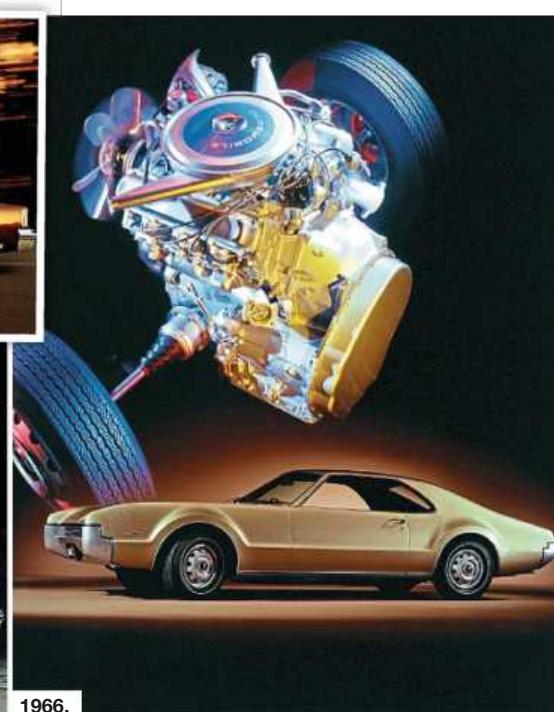
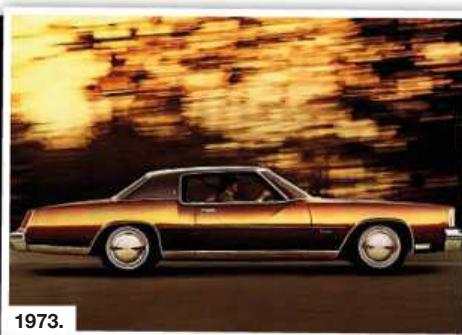
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Huw Evans

Across the pond



Toronado turns 50

Evans reflects on the golden anniversary of Oldsmobile's Toronado, one of the most innovative American cars of all time...

I'm typing this on October 14. For some of us that might be significant for a variety of reasons – birthdays; weddings; starting our first job or buying our first house. In American motoring circles, October 14 is significant in that it marked the introduction of one of the most innovative Detroit cars of all time: the 1966 Toronado.

On the surface, the Toronado appeared perhaps the least radical of all these, since it was a large, heavy, two-door coupe very much in keeping with the spirit of the times. Under the skin however, things were significantly different. Although its 385 horsepower, 425 cubic inch big-block V8 was similar to that found in other big Oldsmobiles, the Toronado used a chain drive to connect the engine to a 'split' TH400 three-speed automatic slushbox that was located to the left of the engine and transmitted power to the front wheels.

The benefits were added interior space and with more weight over the front wheels, better traction, particularly on slippery roads. By using a 'split' transmission the engine could be mounted directly over the front wheels instead of in front or behind, helping the Toronado achieve a decent 54/46% front/rear weight distribution and surprising handling for such a big, heavy car (211 inches long and weighing more than 4300lb).

Styling was clean and modern by the standards of the time, with hidden headlamps, ventless side glass and taut curves that emphasised the car's wheel openings – giving it a sophisticated yet muscular look. Capable of motoring along at 100mph effortlessly all day long, the '66 Toronado was a real American-style grand tourer and superbly engineered – in fact the car would come to symbolise GM's 'Innovator' division at its very best.

Toronado was mildly altered for 1967, gaining standard front disc brakes and a new grille, but more significantly, its drivetrain also found its way into the new '67 Cadillac Eldorado Coupe. This probably explains why, having witnessed sales of 41,000 units in its debut season, Toronado volume fell to around half that, where it would roughly remain through 1970.

As the years passed, Toronado evolved. Styling got progressively busier and more formal, while a larger, 400bhp 455cu in V8 arrived for 1969. For 1971, GM rebodied its large cars and Toronado was longer, bigger and heavier, boasting more linear styling that became progressively cleaner. The 455 V8 was gone by 1977 (replaced by a smaller 185bhp 403cu in engine), when the regular Toronado was joined by an XS version that featured a distinct wrap-round rear window that used new hot-wire glass-bending technology. Initially it had been planned to offer

retractable T-tops as well, but the idea was nixed for cost reasons and only a single prototype (the XSR) was ever built. By this stage, the Toronado had become very much a throwback, caught up in the wave of downsizing, yet its styling and stature still provided the car with an aura of elegance and presence that remains to this day.

Toronado would join the downsizing revolution for 1979, built off the same E-body platform as its Cadillac Eldorado cousin and would suffer the malaise of Oldsmobile's trouble-prone diesel V8. It got smaller yet again for 1986, to the point the car's customer base barely recognised what they were buying – even the addition of a top-of-the-line Trofeo edition for '88 did little to showcase what was by then just another front-wheel-drive, V6-engined GM car. A redesign which saw the Toronado lengthened to improve its stature arrived for 1989, though by 1992 GM's original front-driver was gone, perhaps ironic considering that by then, much of the corporation's large and mid-size cars had adopted front-wheel drive.

Today, the first (and increasingly) the second generation Toronados are recognised as true American classics and represent the last time that one of GM's divisions had the autonomy to forge ahead on its own.

Happy golden anniversary Toronado, *Classic American* salutes you!

Huw Evans – news & views from North America

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Tony Oksien

Muscle car files



AMC Marlin.

The tale of three cars

Tony proves his taste can be a bit more eclectic than Mopar Muscle with a visit to the Classic American Auto Club's bash at Brooklands...

When early September comes around I always head off to Brooklands for the Classic American Auto Club's bash in the hallowed surroundings of the Brooklands Museum. This year's turnout was the highest I have seen yet, with at least 250 American cars, coupled with great weather (at last!) plus the Tri-Chevy Club's 60th anniversary celebrations. It was also boosted with a section crammed with the Mopar Muscle Association's finest and the whole event had a great laid-back feel, in no part augmented by such a mixture of Detroit iron.

The quality of classic American cars on display was truly amazing and their owners went to great lengths in presenting them. I could pick virtually any car from the show to expand on, however I have concentrated on three very specific vehicles which caught my attention. First up was a 1969 tribute Dodge Daytona; Mopar jaws dropped as this winged

wonder rumbled in, with 426cu in Hemi power, backed up by a four-speed Hurst-shifted manual box, a set of tough gears in the rear, a black bucket seat interior and finished in W1 white, with a red tailfin, the car is simply stunning. Imported a few months ago from Iowa by Peter Jordan, who spent many hours looking for this type of car and with only 22 Daytona Hemi four-speeds originally built and prices now in the million dollar range, a tribute is the only way to go now if you want fun in a winged Mopar.

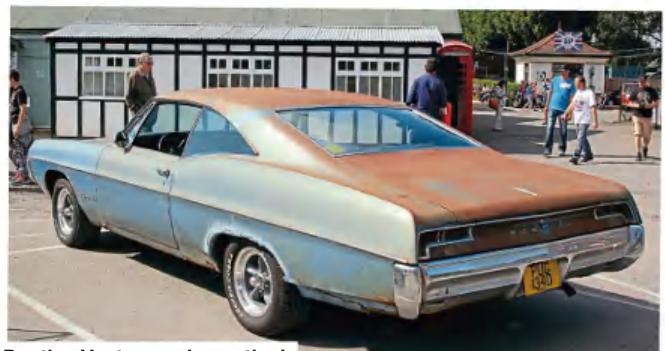
Next up was a welcome sight and a breed of car rare in the UK: A 1966 AMC Marlin. This particular car has been owned for 32 years by Steve Bromyard and has a column-shifted auto, with a 287cu in V8 and bucket seats. The Marlin only lasted for three years (1965-67) with a 1966 production of only 4547 and a total build of around 24,500 over the three years. AMC marketed the Marlin as a 'personal

luxury car' and it competed against the '66-'67 Dodge Chargers, Plymouth fastback Barracudas and the 2+2 Mustangs. Although the Marlin disappeared in 1967, just waiting around the corner was of course the AMX and Javelin.

Lastly, I absolutely fell in love with a 1967 Pontiac Ventura which was a trim package on the Catalina, complete with world-weary patina paint and a new set of 200S wheels. The car still sported its dealership emblem from Bill Kemp, of Newington, Connecticut, who first sold the car. The 'poncho' had a 400cu in V8 up front, an auto transmission and a very presentable interior. The styling on the Catalinas were quite out of this world for the time and boasted 'hide-a-way' windscreens! So there you have it – my three favourite cars of the show which really deserve more coverage, but in all honesty I had so many more to share with you it was a tough call. Enjoy!



Dodge Daytona Hemi tribute.



Pontiac Ventura – nice patina!

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Richard Heseltine
From here to obscurity



If the Batmobile had a little brother...

The X600

Yet another impossible dream, plucked from the motoring fantasies of another creative but ultimately unrealistic self-made millionaire. Behold the X600...

John Weitz was nothing if not an overachiever. Perhaps best remembered as a fashion designer, he was also a novelist, military historian and a yachtsman. During the Second World War, he served in the Office of Strategic Services, the forerunner of the CIA, and in peacetime he competed trackside in an Allard J2. He was also a car designer, of sorts, although you could argue that the X600 wasn't the last word in style. It wasn't even the first.

While very much the embodiment of the self-made American millionaire, this remarkable man was born Hans Werner Weitz in Berlin and educated in London. In the Fifties, his office at 600 Madison Avenue was a hive of activity, with his firm making huge profits from licensing deals with major department stores. With the means to indulge himself, Weitz bought several exotic cars but none quite matched up to his exacting standards.

He had long nurtured the dream of creating a sports car of his own and in the late Seventies he set about designing what, in time, became known as the X600. By 1979, he had settled on the definitive specification and then created a quarter-scale model.

Basis for the X600 (X for experimental, 600 after the address of the New York office) was a highly modified Chevrolet Camaro Z28 platform, with the 5.7-litre V8 sited further back in the frame relative to the donor car.

Then there was the small matter of finding a metal-basher who could shape the body in aluminium. Several American coachbuilders were canvassed, but ultimately the gig was handed to the tiny Oxfordshire concern, Mallalieu Cars, which was better known for its vintage-style Bentley 'specials'. The link was made by the firm's US agent, Jim Rickman of Pasadena, California, the rolling chassis and model being shipped to the UK where Mallalieu's artisans set about turning Weitz's dream into a reality. What's more, they stuck remarkably close to his exacting brief.

Whether that was a good thing depends on aesthetic sensibilities. Nevertheless, the prototype caused a furore when it landed in New York. Inevitably, the urbane and never knowingly self-conscious Weitz ensured that its arrival was a newsworthy event, with column inches in the daily broadsheets and the specialist press ensuring that it received maximum exposure. The car was displayed in Bloomingdale's before touring shows across North America, Mexico and even Japan as Weitz talked up a production run at \$60,000 a pop.



However, just as night follows day, the scheme soon unravelled. Where, precisely, the car was going to be made in volume was never discussed publicly. Weitz had made prior comments about wanting it to be an all-American product, but some sources claim that Mallalieu had agreed to make the car in the UK. Given that the coachbuilder had lunched into receivership by 1980, you have to view this assertion with a degree of scepticism.

Whatever the truth, the X600 remained unique. The prototype was retained by Weitz for several years before it was donated to a museum in Cleveland.

Richard Heseltine's weird and wonderful American cars from the past.



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Georgia Peach

After buying this immaculate 1949 Chevrolet from Atlanta, Gary Jones has spent many hours adding period upgrades and touches that really make the car his own...

1949 Chevrolet Fleetline Deluxe

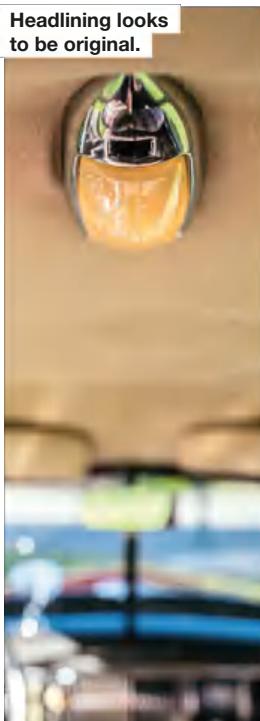
Words: Mike Renault **Photography:** Gary Jones





235cu in straight-six motor.

"I WAS LESS KEEN ON THE LATER SHARP LINES OF THE TAILFINNED CARS – SOME OF THOSE ARE JUST TOO BIG..."



Headlining looks to be original.

One very welcome aspect of American car ownership that's definitely seeing an increase is the first-time owner. Someone who has taken the plunge into buying his or her first American car, and often first classic car. One such owner is Gary Jones whose stunning 1949 Chevrolet Fleetline Deluxe you see here. "I'd been looking for one for about 12 months before I found this Chevy," remembers Gary. "In some ways it was a second choice because I was really after a 1948 Chevrolet aero sedan. I'd seen one on eBay and missed out on it by just \$80."

Gary had a few criteria in mind. "I liked the curves of the Forties cars and many of the early Fifties models, but I was less keen on the later sharp lines of the tailfinned cars – some of those are just too big. I wanted something aged about 1948-52 that I could easily source parts for if it needed them and it had to be in good condition, not requiring major work. It didn't have to be a Chevy, but ideally I wanted a two-door car and I was really keen on the Fleetlines."

Armed with those requirements Gary shopped around. "There were plenty of potential cars about, but I wanted one that was exactly right since it was to be my first American car. I was searching the Hemmings website and saw an advert for this '49 being sold by Merlin Auto Group (www.merlinautogroup.com) in Atlanta, so I emailed to ask



Just the right amount of chrome!

for some photos of the car up on a lift. Within 10 minutes they arrived. I made an offer \$100 lower than they were asking and it was accepted – to be honest I thought they were selling it pretty cheap anyway."

Our own e-mail to Adam G Merlin also quickly produced a reply: 'We remember Mr Jones and that special car,' writes Adam. 'We first discovered the car at Norcross (Atlanta) GA car show in 2010 or 2011, it was for sale at the show. The gentleman that owned it was in the commercial vehicle modification and restoration business, he did nut and bolt restorations. He used to trailer the Chevrolet around to events, but had lost his wife and lost interest in going to shows. We bought the car from him and enjoyed owning it a little over a year before we sold it to Mr Jones.'

"It was a really good service from Merlin," continues Gary, "even though they seem to deal more with newer exotic cars than classics. When the Chevy arrived in the UK it came with a couple of framed photos, the original American licence plate and even an advertising poster for the car when it was new." Hill Shipping (01795 876000/ www.hillshipping.com) got the Chevrolet safely across to the UK. "It came from Atlanta, Georgia via Nova Scotia and Germany then to Thamesport and straight to me. It turned out to be a really good car; in fact I have to say I haven't seen one yet that's better."

Gary had decided to have the Fleetline delivered to his door just as it was and to take care of the registration and any other work himself. "The seller stressed to me that the car was being sold to me without a title, or pink slip," says Gary, "which at the time I didn't really understand although apparently it was quite legal in Atlanta. In order to get it registered in the UK I had to join a Chevrolet club and get a letter of authenticity for the DVLA – I also had to take the car to Birmingham so they could check the VIN plate."

Fully restored

Unfortunately, we know virtually nothing of the Chevy's past life in the States, it was sold to Gary as a frame-off restored car and with the photo evidence Merlin supplied he fully believes that's the case. "They sent photos of the restoration work and I've been all over the car, so I know there's no rust anywhere on it. There's 73,000 miles showing which I believe to be genuine, I think it was off the road for a few years. Going by the VIN, it was built at the Atlanta plant." The Chevy has the 235cu in straight-



six engine and in addition to the extras Gary has added (more about that in a moment) it came with the optional push-button radio, wind-up clock in the dashboard – which lasts for two days per wind – reversing lights and a Bakelite tissue dispenser. Gary believes the colour is Maryland Red Pearl: "It's like a low key metallic.

"I was really pleased with the car when it arrived in June 2013," continues Gary. "It was a lovely sunny day and I'd just been made redundant from my coal mining job following a colliery fire, so doing a lot of little jobs fixing up the Chevy probably saved my sanity." And when Gary says a lot of little jobs he's not kidding. "I made more than 100 changes or upgrades to the car in the process of getting it ready for the UK roads.

"I fitted flashing indicators to the sidelights that light up orange, then altered the headlights so they incorporated sidelights too – although I've kept the 6v electrics. I replaced the parcel shelf which was looking a bit tired then reupholstered the boot and the footwell linings."

Gary also fitted new brake shoes and replaced the leaking rocker cover gasket, he added new battery leads and stripped and cleaned the dome and boot lights. "I'm entirely self-taught," explains Gary, "I used to work on my own cars when I was younger, but with this I just learned as I went along. The headlining needed a good clean but the interior was generally good. The seats were in great condition and being cloth I wanted to protect them so I made up some seat covers using the closest matched material I could get."

In addition to replacing worn parts Gary also upgraded the Chevrolet with extra chrome. "I put on the fingerboards under the door handles and the headlamp eyelids, also new hubcaps and the fishtail exhaust. The hardest job was

Device on dash helps reflect overhead traffic signals.



Wide whitewalls? Check!



the heater, the matrix was leaking, so in the end I had to go to a specialist. It's a Harrison heater and the matrix is an O-shape with the motor in the centre. A local company recored it for £400 and while it was being repaired I thought if I was spending that much it ought to look the part, so I resprayed it too. I've also added new seals on the windscreen and headlights then fitted a converter that allows me to run a 12v cigarette lighter and hidden MP3 player." Speaking of electrics, Gary also put in a new starter motor, new generator and installed a fuse box, "the body is the earth so if something comes loose you have the risk of a fire otherwise." >>





Improvements and upgrades

At first the Chevy was running a bit hot. "It had a 180-degree thermostat fitted, but putting in a 160 one solved the overheating. Most of the parts came from Chevs of the '40s, (www.chevs of the 40s.com) but mechanical pieces usually come from Rock Auto (www.rockauto.co.uk). I do all the servicing on the car and recently fitted a Gamatronic electronic ignition, it always ran well but now it starts better too." One part that seems hard to find is rear brake drums. "They're thin on the ground for 1949-51 Chevrolets," says Gary, "but I finally found that Lincoln Brakes and Clutches in Texas had six on the shelf, I bought four of those so I have spares."

He also rebushed the Fleetline's suspension all around. Another practical addition was a mirror on the right-hand side. "It was the first time I'd driven a left-hand-drive car and it scared me," laughs Gary, "although I loved driving the car. With the three-speed column shift and the handbrake hidden under the dashboard somewhere it was unlike anything else I've owned. I run it on cross-ply tyres because they come with a wider whitewall profile, I can't get radials that look right, so I've adapted to driving on crossplies, it cruises most happily at about 55-58mph. The radio still works and so do the vacuum wipers – the sun visor keeps a lot of the rain off the screen.

"It also took Best Classic at the Rhythm Riot in 2014, I was pleased with that because it was a 230-mile drive down there – we got a lot of attention on the M25. It won best pre-1950 Chevrolet at the Rally of the Giants and I was really shocked to see it wearing a winner's sticker – I assumed my mates were playing a joke." It doesn't surprise us though and just proves how worthwhile all Gary's and the previous owner's efforts at preserving this lovely Chevrolet were. ★



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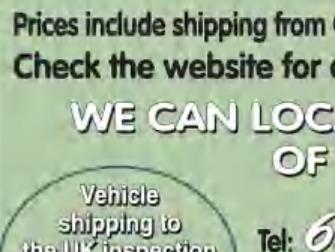
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No smoke without fire

The earliest racing machines enjoy a huge presence, rarity and a price tag to match. The alternative? A US Speedster that offered 'muscle' long before the phrase became popular.

1918 American La France

Words & Photography: Grant Ford

It matters not your personal taste in motor vehicles, some machines just rock you down to your boots. This is true of the American La France Type 12 Speedster. If the sheer size (17 feet long) doesn't affect you, the drive train alone will certainly amaze you: a straight six, 125bhp 14.5-litre engine with 18 spark plugs, three per cylinder with two coils feeding 12 plugs and the other six running to a magneto. The pistons are 5½ inches in diameter, meaning you're doing well getting 8mpg. The La France had no front brakes and the rears are contracting bands, offering a real challenge when bringing the 3½-ton vehicle to a halt. The handbrake often has to be used when needed, but is prone to lock the wheels if over-applied, something to consider at 90mph, which is perfectly achievable... all this from 1914.

The European story

La France's story originates from the dawn of motoring, traceable back to the Daimler Motor Company and its chief designer Wilhelm Maybach. In 1899 a wealthy

admirer of the marque named Emil Jellinek took the first four-cylinder Daimler to Nice Week Speed Trials and entered under a pseudonym, his daughter's name Mercedes. Just a year later the Mercedes name was adopted for Daimler cars available in parts of Europe and the US.

Again in 1901, after much persuasion by Jellinek, a 5.9-litre producing 35bhp was readied for Nice Week. The Mercedes 35bhp tourer would become the forefather of the modern motorcar, no longer resembling a horseless carriage. In 1902 Maybach would design the Simplex, which at the time was light years ahead of the competition and with a chassis costing £2200 offered 70mph performance. The Simplex models were uprated for racing and won the Gordon Bennett Cup in 1903 (with an engine producing 90hp) and set a new world record in 1905 at Daytona. »



This La France fire truck from 1918 is where it all started for Julian and his Speedsters.

Together the size difference is obvious, mostly due to the larger rims on the 1918 machine.



Bespoke mud guards with no running boards and bumpers – the minimalist look of a Speedster.



Hood ornament, radiator cap and temperature gauge in one.

“ EDWARDIAN DESIGNS OF THIS TYPE ARE RARELY SEEN AND OFFER A GLIMPSE OF PERIOD RACERS...”



On Kent's country roads a great sight as Julian muscles the Speedster through the corners.



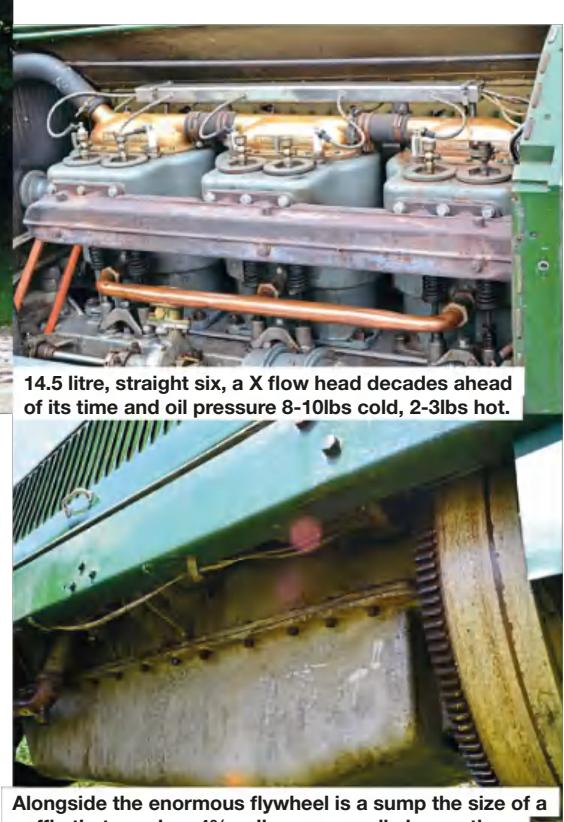
Little wonder the design was widely copied. The Crane-Simplex Automobile Company in the US began to build similar versions using Mercedes parts.

American La France purchased two rolling chassis and converted them into fire trucks after which they copied the design from Crane-Simplex and built their own versions; many of these fire trucks have since been taken out of service and converted to Speedsters, offering close replicas with extraordinary performance. The La France company did produce an estimated 22 passenger cars including just two Speedster versions; few are known to exist today. Edwardian designs of this type are rarely seen; therefore these copies offer a chance to view some of motoring's pioneering high performance race cars on today's roads.

The stateside story

In 1903 the American La France Fire Engine Company came into existence, although enthusiasts of the marque have traced its roots back to horse-drawn carriages 70 years earlier. The names behind the company were John Rogers, who began producing manual fire pumps in 1832 and Truckson La France, who had been producing similar equipment since 1873. Combined, American La France would be the main producers of fire-fighting equipment for more than a century and their first motorised vehicle arrived in 1907. Unfortunately today the company has all but ceased to exist, once operating from Elmira, New York.

They produced thousands of vehicles over the years, but in the early days adapted a range of appliances to fulfil their requirements; this included taking the biggest, most powerful cars and modifying them for the task. The machines they did produce were special order only and were often referred to as 'chief's cars', while others were known as 'pumpers', as were the examples here. La France is reported to have been interested in producing not just Speedster versions, but also racing versions to take on the 'dirt tracks'. One Type 8 La France was built but then abandoned after



14.5 litre, straight six, a X flow head decades ahead of its time and oil pressure 8-10lbs cold, 2-3lbs hot.

Alongside the enormous flywheel is a sump the size of a coffin that requires 4½ gallons come oil change time.

Truckson witnessed a fatal racing accident. It would be unlikely many – if any – of the La France Speedsters would have ever raced in period, as up until the mid-Twenties they were expensive to purchase and by the time they became affordable, their competitive time had passed, although that hasn't deterred many from adapting them in later decades.

Edwardian hot rods

Built to look like pre-First World War race cars, the vital component is getting the vehicle's proportions correct, thus creating the correct period image. Many of the early race cars like Simplex, Mercer, Mercedes and Fiat used large displacement engines and chain drive. Since the early American La France fire trucks were built using large displacement T-head engines and chain drive, they are the perfect candidates for early Speedsters. Debate rages as to whether the Speedster and the early 'Gow Jobs/hot rods' are one and the same, so we found this source which pretty well explains the difference:

"A Gow Job is a low-line vehicle, usually a roadster, made up of the parts of several different vehicles and home-built speed parts. A Speedster was a roadster with cut-down bodywork, resembling a 'real' race car, but retaining some of the comfort/safety oriented features of standard street cars, like fenders (often smaller than standard, but still there), windscreen(s) and often a small trunk. These were the first sports cars and were either factory/coach built, or a production car with an aftermarket body retro-fitted after initial purchase of the vehicle. Some had minimal bodywork behind the seats with exposed gas tanks, while many ended up with torpedo or boat-tailed bodies."

Model Ts and Model As are popular adaptations stateside and with most early Speedsters being pre-First World War, their oversized power plants remained, often having ample cubic capacity when originally installed – although tales of folk fitting aero engines are commonplace, many from wartime fighter aircraft.

The earlier La France trucks had a \$5k purchase price, ensuring most of these machines would remain in standard form for many years and built with such a robust quality many continued their fire-fighting duties for decades. These earlier chain-drive models from the marque based on the

"ONE
INCORRECT
STAB AND
SEVERAL
TONS OF
ROLLING
THUNDER
COULD EASILY
CAUSE MASS
DESTRUCTION."



Owner Julian is certainly not vertically challenged; anyone looks diminutive behind the wheel of a La France.

Simplex design were still being produced more than 20 years after La France supplied their first customer. Thereafter many would remain in fire truck spec for years with enthusiasts preserving their originality, while others would be converted, often when they were well past pensionable age.

The longest endurance events, such as the Peking to Paris, nearly always feature a La France, as it takes a certain passion to own and maintain such a vintage of machine, while understanding the ingenious engineering that is now a century old. One such man is Julian Grebby and a certain level of expertise and knowledge is required just to get the 100-year-old engine to fire up. Here's the process: fuel on, followed by primary and secondary ignition. Decompress the exhaust valves. When facing a cold start, thimble-sized cups sit on top of the cylinders, one shot of fuel into each and a turn of the brass handle drops the extra measure into the bores. A starter motor the size of a small bucket spins the huge iron flywheel and produces a strange grating noise common with these engines then, with a roar that is guaranteed to make you jump, six pistons each big enough to accommodate a grown man's hand are forced into action.

My first sighting of the Type 12 from 1914 was appropriately at the Laon Classic Festival in Northern France. The La France was many spectators' 'star of the show' while blasting around the closed roads of the old town. The offer to view the town and acknowledge the

crowds from the passenger seat of this 'green goddess' was a chance for me, not to be missed and never forgotten.

Another chance with the La France

Meeting up with Julian again at his home in Kent offered the chance to understand the La France, quiz him and admire another Speedster from the marque; yes, he has two. Both are Type 12 versions, but quite different. Julian began his interest in La France with an original fire truck complete with ladder and additional lighting. Imported from Tom Laferriere in the States, this 1918 vintage was 'too nice to convert', Julian admitted, so his only option was to look for a converted example.

A trip to Brooklands Auction sourced his first Speedster and later he had the opportunity to purchase the second, a 1914 machine, which offered all he wanted in a La France, so the fire engine was duly sold.

The cars share the same power unit, although both have enjoyed some sympathetic alterations including alternator conversions using the flywheel as belt drive. The green car I enjoyed in France is a 1914, has a more pronounced Speedster look and with its slightly shorter chassis it sits much lower than the later 1918 machine, its height reduced by the 24in rims. The later alloy bonnet version runs 26in wheels and is fitted with a Zenith Carburettor, while the green machine is fuelled by a Schebler version >>



Ingenious steering box transfers the action along the outside to push/pull the N/S wheel a rod connects to the O/S.



1918 La France features household switches for headlight, side and ignition below advance retard and hand throttle.



The later Speedster is very reminiscent of early open wheeled Indy racers.



The later car is more original still sporting a huge alloy bonnet and much taller radiator.

(an Indianapolis company that later became Borg-Warner).

Mechanically both cars share the components, with the same T head motors and three-speed gearboxes driving the impressive chains to the rear wheels. In true Speedster fashion the earlier version has also benefited from the weight-shedding, losing nearly a ton in the process. Visually there are noticeable differences, especially the height of the later car with the peak of the bonnet reaching five feet above the ground. It runs open wheels, while the earlier car has period mud guards and a pair of individual leather seats and the area over the dash from the bulkhead has been reduced. The earlier green car is certainly much more the 'Speedster', while the later version is even more imposing, winning the 'mine's bigger than yours' contest with its huge alloy bonnet.

On Board the Beast

On the road the La France requires a skilled hand to master and control; luckily the owner is more than capable and we not only make progress rapidly, but have a turn of speed that surprises me considering it's of a vintage that warrants a telegram from the Queen. Julian is able to muscle the Speedster through narrow country lanes with confidence and at one point my modern turbo diesel needed 'foot-to-the-floor' to keep pace. It is however from the passenger seat where it really impresses, with constant input from the driver into the huge steering wheel, timing adjustments, right hand gear change and most challengingly: a central throttle pedal.

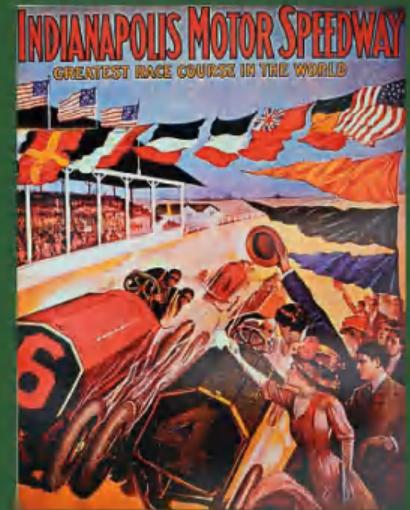
One incorrect stab on that control and several tons of rolling thunder could easily cause mass destruction but Julian was in total command; it was like watching someone handle the world's biggest rottweiler on a very short leash. Take-off is all or nothing and the hickory wood wheels spin easily, especially in the wet, as the three-speed crash 'box is worked hard but once into top the La France hitched up her 'breeches' and just pulled relentlessly. The vibrations are immense and the sense of speed heightened, by being high up with no screen for protection, all of which makes a blast in this Speedster totally exhilarating. Edwardian race drivers would be expected to handle such machines at insane speeds, for many hours, over rough terrain; little surprise there were so many accidents. ★

Ahead of their time

One description I have read sums up the Speedster ethos: "They are creations where people take what they think are the best aspects of the Mercedes, Simplex, Stutz and Mercer etc. and build a car to suit themselves." And there's no doubting that these machines were at the very forefront of motorsport competition in their day, offering technology that made great strides in a relatively short time.

It was motorsport that brought these lightened yet seriously powerful giants to the public's notice. In America only a few purpose-built race tracks were available before 1914; Indianapolis first saw action in 1910 and several dirt tracks had been converted from horse racing to satisfy a growing need for motorsports. The first board tracks would soon be opened and they became extremely popular, attracting huge crowds into wooden velodromes, although their poor safety record would see many close.

Motorsport in the US had been slower off the mark than in Europe; the Vanderbilt Cup did offer an alternative to the dangerous capital-to-capital events across the Atlantic, America's first International Road Race in 1904 featured 18 such machines. Sponsored by William K Vanderbilt, the course, over 30 miles, was on closed roads around Long Island, New York and 10 laps would be required by the competitors, cheered on by 50,000 dangerously close spectators. The winning car averaged 52.2mph, but just four years later the event had attracted 250,000 and the average speed had



increased to 64.3mph over 258 miles, and each lap now included nine miles of concrete, although the rest was still dirt roads.

It wouldn't be until 1908 that an American driver won the Vanderbilt Cup. The desire was there and the machines were available, while in Europe by 1907 races consisted of circuits around towns; less dangerous maybe, but many road surfaces were still rutted dirt tracks.

One example was Dieppe in France, where the lap was a mere 48 miles (small in comparison to most) and the overall distance was 10 laps; the winning car was able to average more than 70mph for the race. Cars became more powerful and the drivers more daring, while the circuits slowly improved, the speeds increased substantially and so did the fatalities.

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BIG BRIGHT GREEN PLEASURE MACHINE

We borrowed the title of a Simon & Garfunkel song because it completely sums up Phil Reed's 1970 Chrysler Newport sedan...

1970 Chrysler Newport Custom
Words: Mike Renault Photography: Joe Dick





The love of American cars runs deep in Phil Reed's blood and always has. "In school I used to draw pictures of chopped 1951 Mercurys all day and even today I still want one of those," laughs Phil. And if he ever strayed away from American machinery his family and friends would soon drag him back. "My son Michael has a '67 Chrysler New Yorker, my brother Steve has a '67 Barracuda and you featured his 1965 Corvair in *Classic American* back in the April 2012 issue. Most of my mates have American cars too."

Phil's garage has been home to more old cars than he can remember. He started in 1987 with a pair of 1964 Chrysler Windsors that got rebuilt into one decent car. A 1951 Chrysler Windsor followed, as did a 1954 Packard: "I bought that as a non-runner and when I took the head off I saw all the exhaust valve seats were cracked, the guy selling it had said it had overheated in the past. I had a 4.2-litre straight-six Chevy Chevelle Malibu and I pulled the engine from that and put it in the Packard." »



"IT WAS OUTSIDE IN A TENT AND HE JUST LIFTED UP THE SIDE TO REVEAL THE FRONT CORNER OF THE CAR," REMEMBERS PHIL, "THAT WAS IT - I HAD TO BUY IT..."





Phil fitted the 'in-keeping' 440 motor.



Phil actually is a mechanic!



Custom touches included these deluxe door panels.



Phil's first jobs on the Chrysler were mechanical. "I always make my cars reliable before I worry at all about what they look like," laughs Phil. "It's a pain when a big car like this breaks down and it's doubly embarrassing when you're a mechanic. It drove around for a while looking pretty rough and then I set out for the Americana car show. I was headed down the M1 when suddenly the brakes stopped working – one of the few things I hadn't checked was the condition of the brake master cylinder and of course you always should when a car's been standing for any length of time. Fortunately, I managed to coast downhill and into the nearest services. I was insured with RH Specialist Insurance and they sent out a proper-size recovery truck and got me home. I was so impressed with the service they gave me I got the rest of the family to join them too."

Electric shock

Once the Chrysler was in top mechanical condition Phil turned his attention to the rust along the bottom of the wings. "Years ago I'd have done all the bodywork myself but now I don't really have the space or the time so I took it to Colin Wood at CW Motors in Droylsden (0161 371 9983/www.cwmotors.co.uk). They've worked on American cars for years so I left the

Chrysler with them intending for them to touch in the repairs in the existing green. Then Colin gave me a call because he'd found some paint he'd ordered for a customer who had changed his mind. He opened the tin and it was Ford Electric Green – a really bright, vivid colour. I took the pot outside into the sunshine and said to Colin: 'what the hell, repaint it' but when I saw it finished two weeks later I thought 'Wow...!'"

Phil's car is a Newport Custom, six-passenger, four-door sedan – one up from the base Newport, but below the 300 and the top-dog sedan New Yorker series. Two- and four-door pillarless hardtops completed the Custom range.



Herringbone cord fabric interior is a nice masculine touch.

Boasting an upgraded level of trim from the standard Newport, the Custom came with a scripted badge on the roof pillar, a fold-down centre armrest on the front bench seat, carpet at the base of the doors, padded seat cushions and chrome trim along the upper doors and drip rails. The 1970 models got a new grille and restyled tail-light panel that was slightly concave but, aside from that chrome side strip being raised to mount higher up the door, the cars appeared largely as they had been the previous year when they had received all new lines supposedly inspired by an aircraft fuselage.

The 383cu in two-barrel carburettor V8 this car left the line with would have produced 290bhp and it's among the 13,767 built for the 1970 model year. Decoding the VIN shows it was built at the Jefferson, Michigan factory and was one of 147,000 Chryslers built there. Weighing 4065lb it was no lightweight, but represented decent value for money at \$4554. When new it could hit 60mph in around a rear-tyre-destroying nine seconds; 1970 would be the last year for the full-size convertible model and Chrysler ended the year in 10th place overall for industry sales.

As for equipment "it's pretty basic," admits Phil, "manual windows. I do miss not having electric windows – AM- >>





Four-door cars offer excellent value for money and have often been pampered.

only radio; good thing I like Capital Gold – and no air conditioning. Although the 440 I put in still had the air con pump fitted and I took it off – have you ever felt the weight of one? But I do now wonder if I should have left it on in case I ever decided to put air suspension on the car."

Eye for a bargain

With its shiny new paint Phil decided new wheels were in order and a trip to Chapel Motors, (0161 370 3878) saw Phil getting a great deal on a set of brand-new American Racing wheels and tyres that a customer had ordered for a Dodge Charger but never collected. "I've made a lot of friends and contacts over the years," laughs Phil, "it comes in handy for getting cheap bits and pieces." The Newport has power steering and power brakes, but still runs drum brakes all round. "They're excellent," says Phil, "it stops with no problems. I considered a disc-brake conversion, but then I'd have had to change the wheels again. I put new leaves in the rear suspension but otherwise it's all standard, I get most of my parts from Rodley Motors (01274 688968/ <http://rodleymotors.co.uk>) or Ultimate Spares of America (01953 601410/www.ultimatespares.co.uk) – both are excellent. I needed a new steering arm recently and Rodley had one on the shelf for £48."

Phil's future plans may include rechroming the rear bumper: "It's been polished so much the chrome is starting to get thin. There's a few other things I'd like to do such as repairing the wear on the driver's side of the front seat, but then once you start where do you stop? I've had this car for five-and-a-half years and that's by far the longest I've owned any of them. Every so often I get the urge to buy something else though. In fact that happened recently, I spent two days getting it ready for a show – it's a big car to clean and polish – but then when I was finished it looked so good I knew I had to keep it.

"You see the two-door coupes around the show fields and quite a few of the pillarless hardtops, but it seems no one ever thought to save the four-door pillarless cars." One thing Phil is unlikely to do is return the car to stock, "no, there's no way I'd restore it, I like it just the way it is. But I do still fancy a chopped Mercury lead sled, or maybe even a Hudson, which has that similar look. I don't think that'll ever happen though unless I win the lottery or maybe rob a post office. I'd better find a more inconspicuous getaway car if I do, though..." ★



Phil's Chrysler represents what America did best in 1970: big, comfortable sedans.



Newport Custom trim level was one up from the entry-level Newport.



Gauges limited to speedo', gas and alternator.



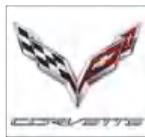


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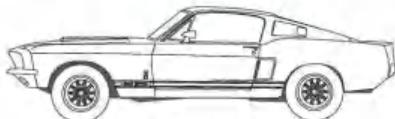


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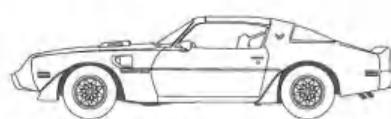
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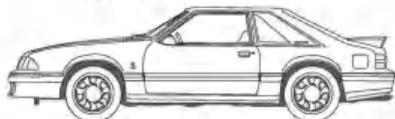
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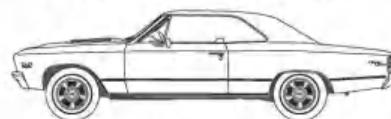
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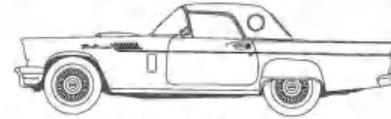
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★ Buying your first ★ AMERICAN | = Classic = |

There are few more exciting moments than being handed the keys to your own American classic, but getting there can be a daunting experience. If you're new to the market, check out these helpful tips...

Words: Nigel Boothman **Illustrations:** Des Penny

Buying your first American classic can require courage. It shouldn't be any harder than handing over a few quid for an old hatchback, yet the size and unfamiliarity of the cars can make it seem a more intimidating experience than it should be. We can help. Read these pages and you'll find lots of basic advice that applies equally to cars and small trucks made anywhere between 1945 and 1985. What was the Boy Scouts' motto again? Oh yeah...be prepared!

The basics

What to buy

Most of us buy our first American car because we've fallen for a particular make or model, or a famous shape from the world of film, TV or music. And that's fine – it's supposed to be all about passion – but if you're totally new to the ownership of classic cars, American or otherwise, we might start with a few suggestions.

There are good reasons to stick to the most famous and popular models. The 1964-1973 Ford Mustangs, 1955-'57 Chevrolets, 1959 and 1960 Cadillacs, Corvettes of almost any age and classic muscle cars like the Dodge Charger and Challenger, Plymouth Road Runner or Pontiac GTO are all well-supported by clubs and specialists, but should also prove easy to sell again when the time comes to move on.

Add a few decals and a bonnet scoop.

Most of these models are not the cheapest way into the hobby, though you can still find notch-back Mustangs in nice condition for less than £15,000 and late Seventies and Eighties Corvettes for even less. If you don't mind something a little less familiar, consider four-door sedans from the Sixties and Seventies, still turning up in appealingly original condition, with bags of presence and V8 power, but only four-figure price tags. Once you've fixed on a car you fancy, don't assume that the first example you find will be the right one. Here's what you need to consider.

Firstly, you don't want a restoration project. An apparently straightforward fixer-upper is usually anything but. If you like a bit of DIY garage time, you'll find plenty to tinker with on a nice, road-ready example. If you think a project is all you can afford, reassess your approach. A loan to make up the difference could be a better idea than spending heaps fixing a cheaper car and waiting years before getting to drive it.

Secondly, be prepared to compromise on the details. Condition and care by the previous owner conquers any combination of desirable colours or options. If you find a beautiful Wimbledon White '65 Mustang convertible being sold by a friendly, reputable dealer at a fair price, don't walk away from it because you'd really prefer Rangoon Red. The best cars hold their value (or more likely, appreciate) and are easy to sell or trade in when your dream car does appear. In the meantime you'll have a fabulous classic to enjoy. »



Where to buy

We'd stick to the UK. Yes, *Classic American* is full of cars imported from the US by happy owners, but it's an extra level of stress and complication you don't need as a first-timer. There are several excellent dealer-importers over here who can offer a range of interesting cars fresh off the boat, but let them take care of the paperwork first. Keep it simple – buy a UK registered car with a V5C and an MoT.

People selling cars use every avenue open to them, so whether you've seen a car on eBay, a classified listings site, a post on social media or an advert in *Classic American*, the next consideration is whether to go private or stick to dealers. You may not have that choice – when the right car turns up, you should investigate further regardless of the source. The advantages of buying from a well-known dealer are clear: choice, quality, expert advice and most important of all, the dealer will help if something goes wrong with the car in the period after sale. However, this is often an informal arrangement. If you want a cast-iron guarantee, you'll have to pay extra.

When you're more familiar with the cars and the issues they bring with them, you can try to find keener prices from private sellers, but bear in mind a couple of final points – cheap cars are cheap for a reason, and very few dealers bother trying to sell bad cars. They're tricky to shift in the first place and when they do find a buyer the resulting hassle and cost of correcting faults is the last thing the dealer wants.

How to buy

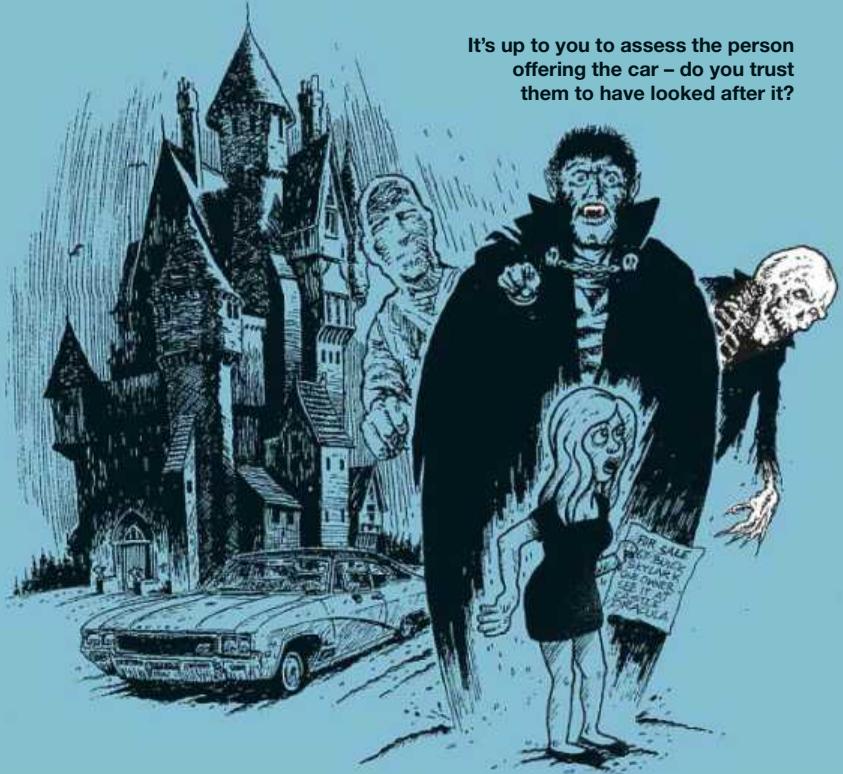
Be patient. Whatever you're after, your chances of comparing several similar examples in a few days are slim. Instead, put the word out and put the hours in – not just scouring the internet classifieds or the classic motoring press but on social media and via relevant car clubs too. Make sure you drive or at least ride in a minimum of two examples to develop an idea of how they should feel.

For MoT-exempt pre-1960 models, insist on an independent MoT-type inspection before sale. Outward condition is no guarantee of good maintenance or mechanical safety. If the section of this guide dealing with assessment of the car fills you with dread, employ an independent assessor to check the car over and give you a full written report, usually including a suggestion of a fair price. At £250 to £300 this is some of the wisest money you'll ever spend, and it's even more strongly recommended if you're taking out a loan to buy a car or stumping up your pension pot. You may not be in it to make money, but there's nothing wrong with protecting your investment. Type 'classic car assessors' into Google.

It's up to you to assess the person offering the car – do you trust them to have looked after it? Do they know it inside out? Is it even theirs? Never buy a car from someone selling it on behalf of someone else. If you can't meet and speak to the person whose name is on the V5C, be very suspicious.

Check the exhaust for clouds of oily blue smoke on start up.

It's up to you to assess the person offering the car – do you trust them to have looked after it?



The exception to this rule is when a dealer is selling on commission; marketing and selling someone's car on their behalf in exchange for a percentage of the price. This is common enough, but be very clear about the kind of 'comeback' you might have if all is not well after the sale. If the dealer offers the same undertakings he would with a car from his own stock, all well and good. If not, be cautious and ask to meet the actual owner.

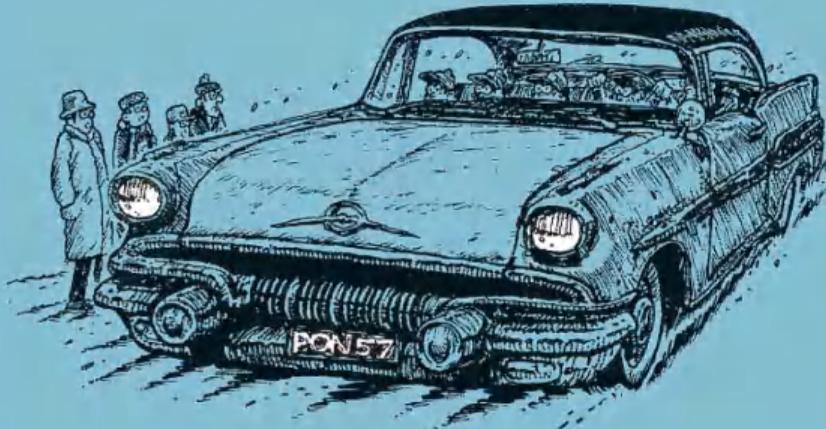
Pick-ups and pitfalls

Set your heart on a pick-up? There are one or two things to be aware of. Those from the Forties, Fifties and even Sixties can seem very crude and agricultural to drive when compared with cars of the same era, so try to get behind the wheel and consider the kind of use you want to get from it.

In some ways they're easier to assess than cars: the bodies are simple, there's less fancy trim and not so much chrome. Where it gets trickier is with customised or modernised trucks. One common tactic is to transplant the engine, transmission, steering and front suspension from something cheap and modern-ish, like a 20-year-old Camaro. If done well, this can make old trucks far easier and nicer to drive, but here you're into judging the quality of the work, not just the condition of the truck.

Value is also hard to assess... candy-apple paint and a 350cu in V8 doesn't make it worth an automatic £20k, especially if it crashes over potholes and steers like a canal boat. It's another example of a good time to order a professional inspection or engineer's report.





The size and unfamiliarity of the cars can make it seem a more intimidating experience than it should be.

Assessing the car

An in-depth listing of all the faults you could encounter in old cars would be pretty lengthy. What we'll tackle here are some common, basic signs that all is not well. If you're prepared to do some simple hands-on checks in the engine bay and have a crawl under the car, you can soon weed out serious problems – or better still, reassure yourself that there aren't any.

Checking over body, chassis and trim

Serious corrosion on the exterior panels like the roof, bonnet, boot lid and wings is pretty obvious and isn't really something you should tolerate. If those areas are okay, move on to check the sills and floorpan, the rear quarters and the front bulkhead or firewall. The sills and floor maintain the body's stiffness but also catch most of the stone chips, salt and water and hence are the most common places to find corrosion. You may need to lift carpets (if they're damp, expect the worst) or get under the car. Don't poke with a sharp screwdriver – vendors get understandably cross about this – but if you can poke holes with the blunt end of a pencil or worse still, your finger, walk away. Where you've found a little, there will often be plenty more.

The same goes for the rear quarters and front bulkhead, but here the rot can be harder to find. Open the boot and look inside (check the boot floor while you're at it) around the metal above the rear wheels and inside that rear wing/firewall junction under the edges of the rear windscreen. At the front, try to feel up behind the dashboard for damp or for flaking rust – are there any flakes in the front footwells? Look in the engine bay, right up under the valance area under the screen, all the way across. Finally, if the car has front suspension with top mounts in the inner wings, visible in the engine bay, beware of any rust or ugly repairs to this area.

Check the quality of the paint and chrome. Both are tremendously expensive to have properly redone, so a sound car with peeling chrome and ugly, orange-peel paint should be passed up unless offered at a rock-bottom price. For some reason the typical American respray seen on restored or smartened-up classics falls well below the standards UK enthusiasts expect. Therefore check recent imports...you might be surprised how much worse they look in real life than in photos.



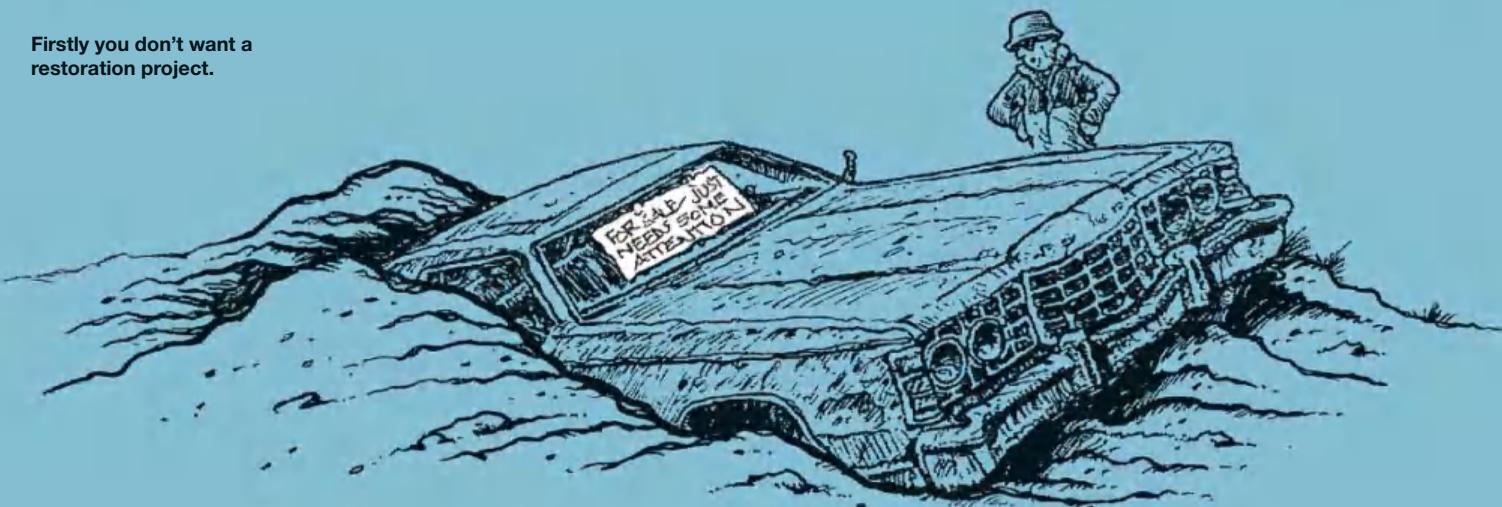
Don't poke with a sharp screwdriver, vendors get understandably cross about this.

Now look inside. Parts supply is famously excellent for many American classics, but where it can fall down is rare fabrics, switches, handles and gauges. Worn carpets are rarely a deal-breaker, but ripped seats, missing mirrors, holey headlinings and dud dashboards are all signs of a hard life and the cost to replace or repair them can be stinging. If you're buying a convertible, start with a back issue of our CA266/ June 2013 magazine for a specific guide to ragtops, but common sense will get you a long way – the roof must rise and fall smoothly, it must not be ripped or tatty. Replacing one is a big bill.

A quick word about tyres: it's not the level of tread wear that matters, it's the age of the tyre. Every tyre has a date stamp on the sidewall and many little-used classics will be running around today with tyres 10 and 15 years old. Industry advice is to use nothing older than five years and is arguably most applicable to large, heavy cars like American classics. Look for a four-digit code on the sidewall, say 3005. The first two digits are the week of manufacture, the second two, the year, making this one the 30th week of 2005 and ripe for replacement. A three digit code dates from before the year 2000 and indicates the tyres should be binned ASAP. >>

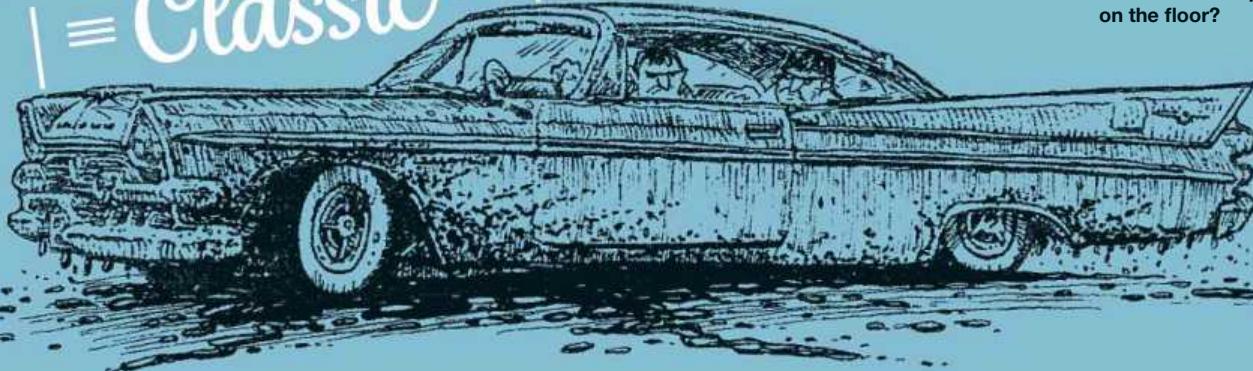


Firstly you don't want a restoration project.



★ Buying your first ★

AMERICAN Classic



Has it left oil drips
on the floor?

Muscle – is it all it seems?

Classic muscle cars suffer from imitation. This can be innocent enough: an owner is free to tune a shopping-spec V8 with a better carb and camshaft, then add a few decals and a bonnet scoop, mimicking a desirable special edition. But clones can also be deliberately misrepresented as the real thing, or accidentally represented as the real thing by a subsequent owner who swallowed a dodgy history and now thinks he has a genuine Boss Mustang.

Be extra vigilant if a car has been through a recent restoration and apply some common sense: if the rear seat looks original but the bucket seats and centre console look new, what was there before? If the VIN plate is new, or old but held on with screws or brand-new pop rivets, ask the vendor why.

There are really two issues here: unhappy cases of fraud that require expert advice to eliminate, and estimating the value of uprated base models. The second issue is tricky, but remember that originality is massively sought after and even a highly accurate clone of a rare muscle car will never approach the value of the real thing. What are those looks and that performance worth to you?

If you have any doubt about claimed authenticity, find a marque or model expert like *Classic American's* Tony Oksien, our tame Mopar man. Often, they will know the individual car in question and provide a quick answer. If not, they'll be able to check out even the subtlest clues.

The oily bits – and the test drive

You can tell a reasonable amount about an engine before it's even started. Has it left oil drips on the floor? Can you see oil-spattered areas in the engine bay, suggesting a leak? Remove the dipstick and look at the oil carefully. If the car is well maintained it should be up to the level and relatively clean. It should not be coal-black, sticky and barely touching the bottom of the stick. Neither should it be a cloudy mid-brown, with a mayonnaise-like texture – this implies oil and water are mixing and a head gasket is on the way out. If you see tiny, glittering metal particles, something is seriously wrong.

Next, and only if the engine is cool, remove the radiator cap. If there's any of that mayo-like substance, you know why. Likewise, be wary if the coolant is cloudy, brown or smells of exhaust smoke rather than antifreeze. It should be clear, bright and usually bluish in colour.

Check the condition of the drive belts and coolant hoses. The belts should not be slack, cracked or perished and the hoses should also be flexible and showing no signs of being swollen. Automatic transmission fluid is often checked with the engine running – find out what's right for this car – and look for clean, reddish-pink oil at the right level.

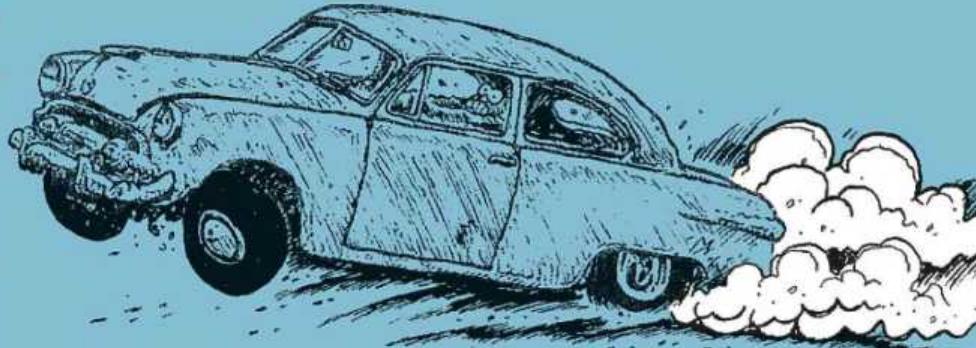
Listen for any untoward noises (rumbles from the bottom of the engine, taps, slaps or knocks from the top end) and then check the exhaust for clouds of oily blue smoke on start-up or when the engine is revved hard. When you go for a test drive – and you must, so check the vendor is prepared for this before your visit – you have a lot to think about. Relax and let any faults suggest themselves to you. No car can be excused if it won't drive or stop in a straight line while every gearbox, manual or auto, should change smoothly both up and down.

Try to find a fast road and take the car to 60mph or so – does it feel stable, can you see yourself covering the miles in this? Take your time and check every switch and dash control. Some items like electric windows are just a bargaining point if they don't work. Others, like non-functioning lights or an inadequate fan and heater for demisting, are a serious safety issue.

The bargain

We can't teach you how to haggle but we can tell you that almost every vendor is expecting to get less than they're asking. Keep it friendly and explain why you think the car's worth a little less than it's advertised for. When you do agree a price, insist on a written and signed receipt, not just for the sale but for any deposit you're asked to leave before final payment and collection. When the sale is complete, make sure you fill in the V5C, make an online application for road tax (free for cars more than 40 years old, but still necessary) and sort the insurance before you set off on that triumphant trip home. Good luck! ★

Take the car to
60mph or so, does it
feel stable?





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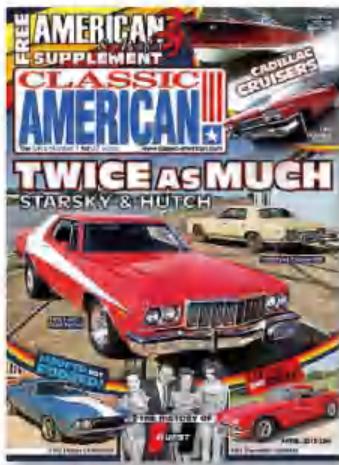
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HALF AS GOOD AGAIN?

Ford introduced the Galaxie and Falcon fastbacks halfway through 1963. In 500XL trim, this version of the Galaxie has always been the one to have... let's find out why.

1963 1/2 Ford Galaxie 500XL

Words: Nigel Boothman
Photographs: Ian Shipley

What does your typical fan of America's blue-oval products have in his garage? Maybe a Bullitt poster, a dismantled Cleveland or Windsor small block, or a sign on the door saying 'Ford Parking Only.' Almost certainly not half a dozen classic Cadillacs. Nevertheless, that's what keeps this scarlet Galaxie company in Nick Stratta's collection over in Ireland. Nick moved there a few years ago from England and has settled in County Meath, about 45 minutes west of Dublin. The Galaxie is his only Ford, indeed his only non-Cadillac – including the daily driver.

"I like American cars, and particularly Cadillacs," says Nick. "I don't have a German, British, Japanese or Korean car in the stable – everything's American. I use a '93 Fleetwood Brougham as my everyday car...If you like 'em, drive 'em!" He also gets a lot of use from a '65 convertible, but there's more. A '62 Coupe de Ville in yellow may soon be making way for something else, because Nick's looking for a blue-and-white 1956 Eldorado Seville. In the meantime, there's also a '68 Fleetwood in Arctic Blue, a '63 Sedan de Ville four-window, pillarless, and in the past there's been a '67 Chrysler wagon used for drag racing and a few Lincolns too. The point of all this is to suggest that it would take a pretty special Ford to tempt Nick away from the lap of luxury. So what happened? >>



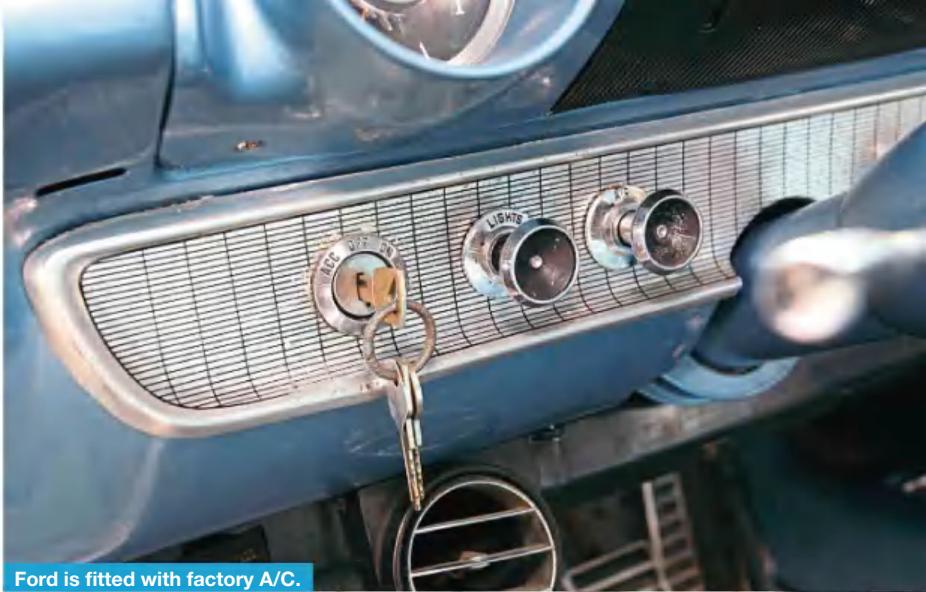


"I've actually been keen on Galaxies for ages," says Nick. "My infatuation began watching them in historic racing in the early Nineties. There's nothing else quite like that shape. But it has to come with the big-block motor and four-speed transmission." With such specific demands for his dream Ford, it's not surprising that Nick had to wait. But a few years back, when he'd been enjoying some GM luxury for a little while, he had a chance to buy a white '63½ Galaxie fastback from Nick Smith of Dixie Autos in Guildford, Surrey, and he snapped it up.

"It came to Ireland with me and I enjoyed owning it, but then another one came on to the market for a very sad reason. It was owned by a friend of mine called Pete, who succumbed to cancer, and who had owned it for 15 or 20 years. I sold the white car to a friend over here and bought Pete's car." The specification was basically the same, but the new car was red with white stripes. It's liveried in tribute to John Willment's racing colours, seen of course on Galaxies raced in the UK right back when they were new. The white car, which is the only other '63½ fastback Galaxie in Ireland, is liveried with blue stripes in tribute to Fred Lorenzen's NASCAR team. The racing links, about which you can see more in the box-out on page 54, are only half the story though – the 500XL fastback was a special road car in its own right.

Though being a Ford, it wasn't expensive. Despite reputedly being made on the Mercury line (where the upper-crust Galaxie equivalent, the Marauder, was also assembled) for a more careful production, the 500XL fastback only retailed at \$3268. It's no surprise 33,870 of them were sold, even with a close-on \$500 hike in price over the regular 500 V8 fastback, a screaming bargain at \$2783. Little wonder they cracked the 100,000 sales mark for non-XL Galaxie fastbacks in '63, despite the mid-year introduction.

Genuine buckets with metallicised vinyl - pure Sixties kitsch!



Ford is fitted with factory A/C.



Ford's trademark rocket taillamps.



427 V8 motor.

What did the extra half-grand buy you? The most obvious difference was the bucket seat and console interior, and to be fair such a thing was scarce in '63 if you weren't buying an out-and-out sports car. Those eye-catching mouldings that swept around the sides of each seat gave it something of an aeronautical look that was reinforced by the symmetrical circular dials either side of the speedo'.

What sets them apart these days, if we're talking about values and collectability, is of course the engine option. A pretty healthy 4895 examples of the Galaxie were ordered with the 427cu in FE big-block V8 that Ford needed to sell for homologation purposes on track. It's thought that most of these Q-code (410bhp) and R-code (425hp, twin four-barrel) cars were 500s and 500XL fastbacks, but the real top dog was the rare factory lightweight.

Ford decided in mid-'63 to build 200-odd fastbacks with various glass-fibre panels, the 427 engine in NASCAR tune, aluminium bumpers, lightweight Bostrum bucket seats and a minimalist interior. They were very much a track-focused weapon, rather than the luxury muscle machine that the 500XL became, but thanks to the kudos now associated with rarity, you'd need around £100,000 to own one today.

If you still feel the need, but might struggle to fork out that much, or indeed the £50,000 required for any original 427 fastback, Ford was thinking of you way back in '63. It offered a dense web of different engine options, even within the V8s, including the 289cu in, 195bhp small block; the 352cu in, 220bhp X-code; the 390cu in available in either Z-code (300bhp) or P-code (330bhp) form; the 406cu in two very sporty incarnations, either B-code (one four-barrel carb and 385bhp) or G-code (three two-barrels and 405bhp). Tempted to go online shopping with your newly learned Galaxie search terms?



Disc-brakes up front and no power steering make for spirited driving.

Original inspection stickers.



The car you see on these pages runs a fighting-fit 427 with a single four-barrel carb, but a high-lift cam operating solid tappets, while the engine also sports a set of headers. Inside, you'll find a Hurst shifter and a big tacho' mounted on top of the dash. There are no mufflers in the pipes as such, just Cherry Bombs near the back. "Pete, the previous long-term owner, upgraded it sympathetically in various ways," says Nick. "It has disc brakes on the front, which make it a lot safer to use on modern roads and the points ignition is replaced by an electronic system. It handles pretty well – it's stiff, it doesn't lean or wallow into corners and there's no power steering. This does make things harder when you're parking and the lock is not great either, but so what? If we need a pint of milk, we'll go shopping in it."

That should rattle the windows at the supermarket. But don't think all that pent-up aggression is let loose only on trips to fetch groceries. "The car scene in Ireland is pretty healthy," says Nick. "Near me, there's the Kilbeggan show, organised by the Midland American Auto Club and earlier this year I went to the Gowran Festival of Speed. They have a small perimeter track around a horse-race course and I took it in turns with Freddie Hunt, James Hunt's son and now a racing driver, to do some laps in the Galaxie. They had James Hunt's Grand Prix Hesketh there too."

Not only does Nick ensure the car gets seen, it's quite often seen with the only other one of its kind in Ireland. "The owner and I sometimes go to shows together and the cars get driven as they're meant to be. His is also a 427 and has twin four-barrels on an Offenhauser intake, plus side-exit exhausts, so together we can wake a few people up. It's a total change from the kind of motoring I enjoy in the Cadillacs, but that's healthy, isn't it?"...We're not doctors, but it sounds very virtuous to us! >>

"THE 500 COMES FROM THE 500-MILE NASCAR RACES IN WHICH FORD WAS FINDING SUCCESS..."





Side-oilers and success: Galaxies on track

The Galaxie 500's racing heritage is part of its name: the 500 comes from the 500-mile NASCAR races in which Ford was finding success. It was the fast oval stock-car tracks that prompted not just the introduction of the 427cu in engine (hitting the 7.0-litre limit imposed for stock cars and the NHRA's Factory Stock rules,) but also that fastback body, aimed at reducing drag and enabling a higher top speed.

To allow more radical states of tune to last right through a race, the 427 was redesigned with an improved oil supply to the crankshaft and cross-bolted main bearing caps for added rigidity. These 'side-oiler' engines proved extremely competitive, even with the Galaxie's considerable mass to drag around, giving Ford its most successful NASCAR season ever in

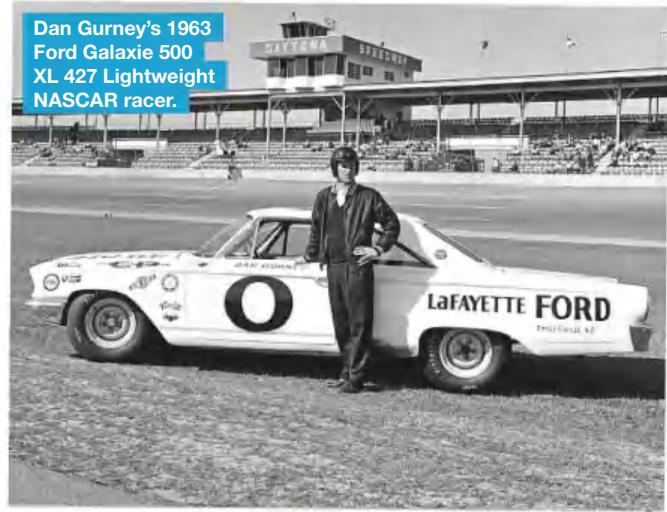
1963, with the Daytona 500 among the 23 wins it scored. In 1964, Ford surpassed even this record and won 30 races.

Over in Britain, three 500XL fastbacks made the crowds gape in 1963. They were lightweight cars, commissioned by Ford and prepared by Holman and Moody. John Willment's team ran one for 'Gentleman Jack' Sears who used it to help him win the British Saloon Car Championship. He

won three races, but

also used a Lotus Cortina, which was eventually to prove the Galaxie's nemesis. The other cars were owned by Sir Gawaine Baillie and by Alan Brown Racing, who loaned it out for big name drivers like Brabham, Gurney and Jim Clark.

Imagine seeing Jim Clark hurling one round Brands on an August Bank Holiday with Graham Hill giving chase in a Mk 2 Jag...★



Dan Gurney's 1963 Ford Galaxie 500 XL 427 Lightweight NASCAR racer.



Win on Sunday, Sell on Monday worked well for Ford.



Fred Lorenzen, 1964.

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Transmission

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AMERICAN RIVIERA

Fred Dicker's beautiful boat-tail 1972 Buick Riviera is a low-mileage original – and that's just how he's going to keep it.

1972 Buick Riviera
Words: Mike Renault Photography: Matt Richardson



Ask almost any enthusiast the attraction of their classic car and the likely answer is the styling. It's the reason Fred Dicker went looking for this 1972 Buick Riviera and it's the main thing people notice today – that and the size. "I was after a Riviera for years," explains Fred, "I saw one at a show and thought it looked fantastic. I looked at two that were too rough then spotted this one on eBay." The Buick was being offered by Ronnie Hux of Mid Atlantic Antique and Collector Car Center in Pennsylvania. "I was the highest bidder, but it didn't reach the reserve, so I made an offer £1000 lower and it was accepted." We won't say what Fred paid, but £ for £b it was a bargain.

"Ronnie was a very honest seller, he sent over 60 photos. A few years back I'd imported a 1957 Studebaker Silver Hawk so I could have brought the Buick over myself, but instead I used ShipMyCar (01908 887917 / www.shipmycar.co.uk) since I didn't want the hassle. The Riviera came in via New Jersey to Milton Keynes in January 2014 where they got it registered and MoTd. I then drove it home in the pouring rain. It was great to drive and the size didn't bother me, having owned a 1960 Oldsmobile 98 in the past, but something wasn't right with the brakes – it stopped okay but there was a grunting noise. It turned out the brake pads were worn down to the metal, which had scored the front discs. I called US Automotive (www.usautomotive.co.uk / 01234 273155) and they had the parts on the shelf, the pads were £18.95, the discs £165 and they arrived the next day for £10 delivery – excellent service."

The Buick had been looked after before it left the States. "It arrived with new tyres and all the hoses, cooling pipes and air conditioning parts had been replaced – even all the clips were new." With just 28,000 miles on the clock this suggests the Riviera was stored for a number of years somewhere and everything had simply dried out. "It looks like a warm state car," agrees Fred, "look at the edge of the driver's seat – there's a band across the edge where the material has sun faded. There was no history, but it's completely rust free. I spent hours under it at a friend's workshop (thanks to Serjeants Commercial Vehicle Repairs of Bristol) and the mechanics agree it's solid and original." The Buick wasn't perfect though: "The Emerald Mist Green paint on the roof was peeling so I had it painted Old English White by Simon at Mode Body Craft (01172 959781/www.bristolcarbodyrepair.co.uk). I didn't want a bright white – it would look too harsh. I considered two-toning the body, but now I'm glad I didn't."



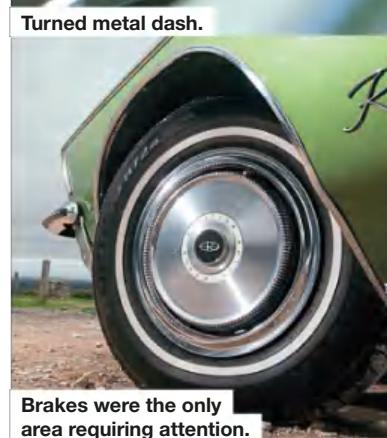
Engine is a four-barrel 455 motor.



Turned metal dash.



Optional A/C is fitted and works.



Brakes were the only area requiring attention.



Die cast egg-crate grille was new for '72.



Motor Trend described the Riv's ride as 'Limousine-like'.



Bigger things

By 1970 the existing Riviera had been in production for five years and sales had dropped from 52,872 in 1969 to 37,336. Fortunately a change was coming. John T Houlihan was part of Jerry Hirschberg's Advanced Buick design studio, and recalls: "Bill Mitchell had long been pushing for a radical design; he loved the opulent sweeping form of Delahayes and Delages." The lines came from a 3/8th model by Don Deharsh.

The original boat-tail concept even included a V-shaped windscreen. Hirschberg later called the boat-tail "a mistake. It was slightly eccentric, but so would a Corvette if it were the size of a Cadillac."

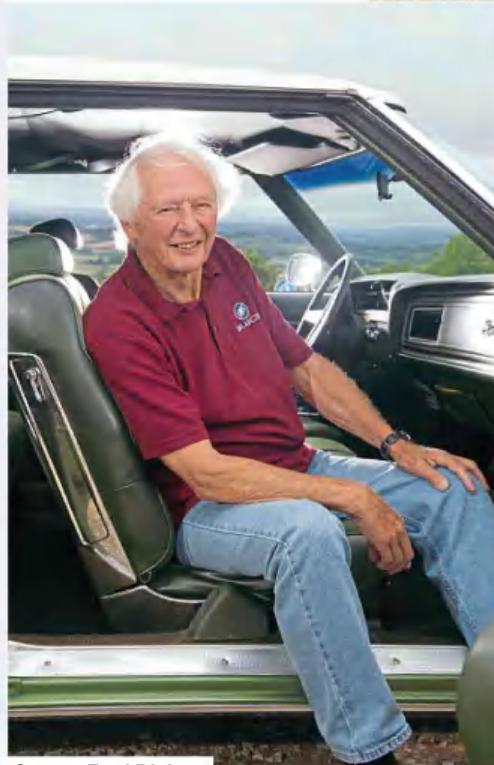
The plan was to use the 112-inch wheelbase Skylark A-body frame, "then," continues Houlihan, "management decided not to fund the necessary tooling for the unique panels and parts and insisted the car be fitted to a 'B' seating package and use all 'B' glass, inners, floor etc. This dictated the shape of the car." Buick management felt, logically, their top-of-the-line car should ride on their best and newest 124-inch wheelbase chassis. "We had to design the Riviera body to include the wide windshield and the front door glass of the LeSabre-sized Buick when we were starting with a much smaller design. This was near disaster for the design concept." The design sketches show some interesting ideas, in one the front grille contains the headlights and wraps around the corner of the front wings – the idea would be partially adopted for the 1973 car. In another drawing the offset rear number plate mounted in the lower edge of the bumper is balanced by a pair of square exhausts pipes on the opposite side.

"The backlight (rear glass) was a very difficult part to make," remembers Houlihan. "We wanted a crease down the middle – a windsplit – but that turned out to be impossible. Glass is the single most difficult, dictating and expensive component in the design and manufacture of a car. They had to heat the glass to near melting then hang it a certain way to allow it to 'flow' into its final shape."

The Riviera was now 79.9 inches wide, although hip room was six inches more generous. Bill Mitchell observed: "It got so wide the speedboat became a tugboat." At least the new frame meant better side impact protection, and the Riv' also shared the Electra's excellent four-link rear suspension. There is more than a suggestion that Mitchell, with his long record of designing beautiful cars (previous Rivieras, most of the Corvettes,) bullied his way into making management accept his boat-tail. It's telling that for 1973 the tail was removed and a flatter rear end applied to the car. Yet looking at the car today it seems well proportioned; it's even been called one of the most beautiful automobiles ever made. >>



Boot lid louvres disappeared for '72.



Owner: Fred Dicker.



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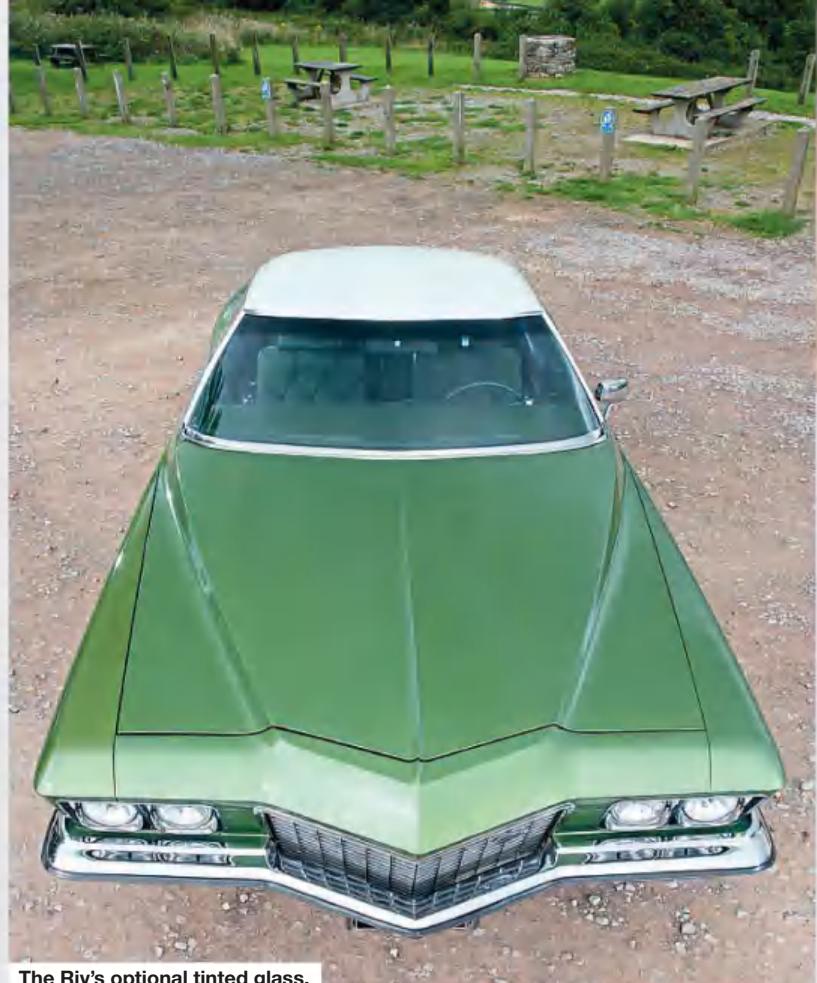
The Riviera was released to the press on September 22, 1970 and was in dealerships on October 3. The car boasted 'tapered rear end styling' and '35 per cent more trunk space'. Much fanfare was made over the optional Max Trac system (costing \$91.37) where sensors on each wheel monitored slippage and fed the information to a computer under the dashboard – if the rear wheels spun more than 10 per cent faster than the fronts it 'modulated the ignition' to provide controlled power to the rears. It was dropped after two years, supposedly because it was incompatible with new emissions equipment.

One styling goof was louvres in the bootlid that were part of the new Full-Flo ventilation system across the whole of GM's full size cars. They often allowed rainwater in, soaking the boot and encouraging rust.

Motor Trend called the '71 they tested "almost a limousine," at \$5290 it was five dollars cheaper than the rival Thunderbird and at 8.4 seconds to 60mph was faster accelerating, although slower over a quarter mile at 16.9sec. Oddly the following year the best they could get was 9.7sec to 60mph. The brakes in particular were found to be excellent.

The 1972 Riviera got a diecast egg crate grille with 'a strong rectangular theme,' curved side mouldings, revised tail-lights and the option of a 60/40 split front seat. The bootlid louvres were gone but a power sunroof was now available. Probably the best option was the GS package, spending just \$200 for the Gran Sport got you a calibrated Turbo Hydramatic transmission, 3.42:1 positive traction diff, heavy-duty suspension, GS badges and bias belted whitewall tyres. Best of all Buick put larger valves and a high-lift camshaft into the 455cu in, boosting output 15bhp to 330bhp.

The '73 Riviera got 5mph impact bumpers (which with other refinements apparently added some 240lb to the cars) a reworked bonnet line and grille, and a softening of the rear boat-tail crease. Most owners reported eight to 11mpg at a time when fuel was getting really expensive and these beautiful cars were soon all but worthless second-hand. Although 726,191 Buicks were built in '73, only 4.7 per cent of them were Rivieras. The new 1974 car had conventional notchback styling and the boat-tail was gone. Buick had been hoping to sell 50,000 Riveas a year but averaged 34,000 – although from 1974 that figure dropped to 20,000 which somewhat vindicates the boat-tail.



The Riv's optional tinted glass.



With only 29k miles, the Riv is barely run in!





By 1974 the boat-tail styling was gone.

Fred's Riviera isn't fully loaded but does have the 60/40 split front seat, air conditioning (costing \$515.73 and it still works), Cruise Master cruise control (\$68.42) "it probably works – I've never tried it," seatbelts front and rear (\$26.32) and tinted glass (\$49.47.) "I think the design was too radical at the time it was new," admits Fred, "but it's a practical car to own now if you don't take it into town. It's more the width than the length – it sticks out of parking spaces into the road and I worry someone will run into it. You also have to remember there's another five inches or so of pointed metal front and rear sticking out beyond the corners. And you bang your head on the side windows if you forget they're curved when you close the door – it's a hard car to climb out of in a narrow garage. I'd only sell it if someone offered a shedload of money and nothing else jumps out as a car I'd swap it for either. There's nothing I'd change except perhaps one day putting on alloy wheels to replace the wheelcovers. It drives beautifully and has been very reliable – of course with 29,000 miles it's barely even run in." ★



Rivs were considered thirsty even back in the day, with single-digit mpg figures.

I'D ONLY
SELL IT IF
SOMEONE
OFFERED A
SHEDLOAD
OF MONEY
AND
NOTHING
ELSE JUMPS
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A CAR I'D
SWAP IT FOR
EITHER..."

Due South

Fans of police shows might fondly recall the green Buick Riviera that appeared in the offbeat Canadian detective series *Due South*. In the light-hearted drama Detective Ray Vecchio of the Chicago PD was teamed with Canadian Mountie Benton Fraser to solve various crimes in the city and poke gentle fun at the differences between American and Canadian cultures.

Vecchio's green 1972 Riviera (sometimes incorrectly referred to as a '71) was frequently used to good effect in car chases and got destroyed, then replaced, at least once every season. Three exploded in fireballs but at least one of the cars used on screen still exists with an enthusiast. Initially a TV movie, it became a series that ran from 1994 to 1999 and, despite being set in Chicago, was mainly filmed in Toronto.



Due South Riv comes to another fiery end... or does it?!



CHRISTMAS GIFT GUIDE

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CLASSIC AMERICAN Christmas

GIFT GUIDE



It's that time of year again! But fear not, *Classic American* has a few ideas for the American car enthusiast, either as inspiration to others, or to ask for yourself, or even to treat yourself... or your car!



Racing Driver Car Charger

This clever device means you won't be racing home to charge your devices! With two USB ports you can charge multiple devices at once and hang him from your rear view mirror! The Car Charger is the newest addition to the Electric Jelly range, (£9). For further information visit www.electric-jelly.co.uk

2

Godfather of Socket Sets

If you're looking for a high quality diverse range of tools then Halfords Advanced 200-piece socket and ratchet spanner set is your answer. With a robust carry case and metal clasps, this set includes items for all your everyday jobs. Made from quality chrome vanadium steel, it comes with a no-quibble lifetime guarantee.



£150 available from Halfords stores or see: halfords.com



3 Unique art prints

Richard Bond's American automotive prints make a great addition to a study, bedroom or garage and prices and contact details remain the same, although he can now also offer 'Hi-Way Gas' in a smaller, alternative size. 'Suzy's Diner' fine art lithographic print, limited to 990 copies, image area about 20.5 x 28 inches, price £55 (including delivery).

'Hi-Way Gas' fine art Giclee print, limited to only 400 copies, image area about 20.5 x 28 inches and 14.5 x 20 inches, price £95 and £60 for the smaller size (including delivery).

Contact details: rjbond@hotmail.co.uk. tel 01322 410262, mobile 07757 981027.

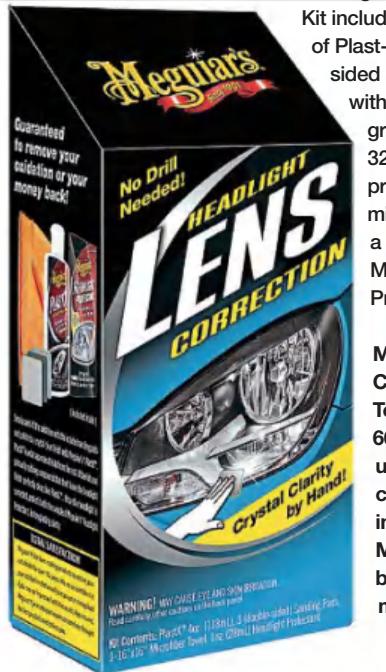
4 Bright Eyes

Travelling with scratched, foggy headlights can not only be unsafe, but can make an otherwise smart, good-looking late model car look pretty awful. Meguiars has come up with this nifty little lens correction kit that's

affordable and easy to use, requiring nothing more than a little elbow grease, and contains everything needed to effectively eliminate light oxidation, general cloudiness and surface scratches and deliver a crystal-clear finish.

The simple three-step Headlight Lens Correction Kit includes a 118ml bottle of Plast-RX, three double-sided sanding discs with four different grits (1800, 2400, 3200 and 4000) a premium Meguiar's microfibre towel and a 28ml sample of Meguiar's Headlight Protectant.

To order call Meguiar's UK Customer Care Team on 0870 241 6696 or by e-mail ukinfo@meguiars.co.uk. Further information on Meguiar's UK can be found at www.meguiars.co.uk



5 Build your own V8!

A V8 engine for £40? That's got to be a bargain! It is of course a model and is a simplified version designed to be assembled as a fun challenge. It boasts sound and visual effects, including ignition and illuminated spark plugs. The box contains all the parts and tools you'll need to assemble the working model. It comes complete with its very own Haynes Manual, giving you clear step-by-step instructions to guide you through the build process.



Available from Halfords stores or see: www.halfords.com

6 Whiter than White Sidewalls

Bleche-Wite is the perfect product for cleaning if you have Whitewall or raised white letters tyres that have turned yellow or have become discoloured. Just spray on and watch it work, as it brings out all the impurities that have been absorbed by the white natural rubber. This

product also works on blackwall tyres, helping to dissolve brake dust, grease and road film. £18 for 32fl oz in an easy-to-use spray bottle. Available from North Hants Tyres, see www.northhantstyres.com or e-mail: sales@northhantstyres.com or call: 01252 318666.



7 Battery Brain

Avoid battery problems and car theft with the Battery Brain, which is a small device that fits on the positive post of the battery, measuring any voltage drop over time and isolating the battery when it drops to 11.8v. Isolating the battery at 11.8v prevents any further drain occurring but saves enough power after the reconnect to start the engine.

Recently a newer

problem of thefts through reprogramming the key fob on keyless cars has surfaced. Again cars not garaged, but left in the street, are becoming more and more common in these type of thefts with those cars being broken down and shipped abroad within hours! If they had fitted

the BB Type III or Type IV Battery Brain model, they could have used a remote or fixed micro switch as an anti-theft device, switching off the power supply (isolating the battery) when leaving the car, so it cannot be reprogrammed, hot-wired or suffer from any new hi-technical

form of tampering. Prices start from £69.99, for more information see: www.batterybrain.co.uk or call 01675 465 191.



8 Perfect Picnics

The Sakura embroidered 12v Cooler Bag is easy to use. It operates from a 12v cigarette lighter plug, allowing the unit to cool down to 12°C below ambient temperature ensuring dairy products, drinks and salads remain cool and fresh. The zipped compartments keep goods stored safely during transit and it features carry handles and an adjustable shoulder strap. It's not the biggest, but is big enough for six cans and a couple of Tupperware boxes, it also does seem to keep things pretty cool – just don't let it drain your car's battery by leaving it plugged in overnight! £35 (approx) – order from Amazon (www.amazon.co.uk) or search online.

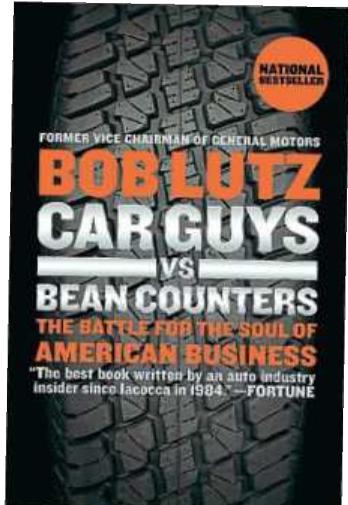


9 Books

Books can be the perfect escape for *Classic American* fans over the winter period. Here's one of the more cerebral publications to cross our desk over the past 12 months. Bob Lutz has arguably had a ringside seat at the spectacle of GM's halcyon days in the Sixties when it was at the top of its game, to its sputtering, catastrophic bankruptcy in 2009.

In some ways, you could argue that the title of the book tells you the whole story and you don't really need to read Lutz's 232-page diatribe against the bean counters that took over from the 'car guys' at GM, ultimately resulting in its spectacular demise... However, according to Lutz it's not as simple as that, with several other factors coming into play. It's a fascinating, in-depth read.

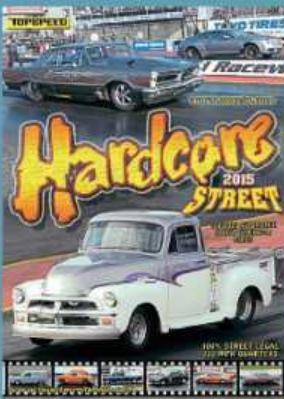
Car Guys
vs Bean
Counters
– Bob
Lutz
(ISBN:
978-1-
59184-
622-2)



DVDs

Christmas and the winter months are the perfect time to hibernate in front of the TV with some great dragstrip action DVDs and relive the previous summer's highpoints. Zeon TV has a fresh batch of just such DVDs and here's our selection of the ones that we reckon will chime with *Classic American* readers – there are others on the website too (www.quartermilehigh.com).

2015 Hardcore Street DVD (2hrs 3mins)



A record-breaking season for the quickest and fastest street-legal, drag racing cars in Europe! They are the Topspeed Automotive Street Eliminator, and this is 'Hardcore Street', the season review DVD that takes you through the whole championship, and into the heart of the action as 2015 saw 200mph, very low seven-second quarter miles from these 100% road legal street-driven cars.

With more teams than ever taking part, the variety and pure entertainment always make Street Eliminator crowd favourites. Feel the raw power and performance from these nitrous injected, twin turbo, super charged and even electric powered cars.

2015 Dragstalgia DVD (1hr 55mins)

Nostalgia drag racing just never gets old – this is Dragstalgia 2015 at Santa Pod Raceway. Three days of awesome entertainment on and off the track under scorching summer sun all packed into one noisy, smoky, wheel-standing, full-action DVD. Now in its fifth year, Dragstalgia is a

must for any drag racing fan. With invited guest classes including Outlaw Anglia, Supercharged Outlaws, Gasser Circus, Wild Bunch, Outlaw Flat Four, Outlaw Street and Super Stock, the track was packed all day, every day.

Also back by popular demand were the Willys Wars cars, with over 20 entrants this year, the NSA bikes – period perfect machines from yesteryear, the Nostalgia Cannonball, with some of Europe's best nostalgia funny cars and altereds, and the hugely popular Run What You Brung cars, with crowd favourite cars and dragsters, including Mental Breakdown, Russ Carpenter's Glacier Grenade, Detroit Spinner, California Kid, and the debut of some very special nostalgia front engined dragsters.

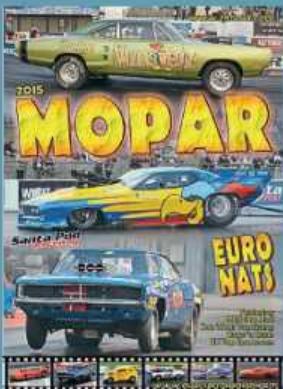


2015 Mopar EuroNats DVD (Code MOP15 1hr 43mins)

If V8s are your thing, then this is the DVD for you. Get up close and personal with hundreds of classic Mopars, Fords, Pontiacs and Chevys as they fry the tyres and pound down the famous quarter mile. The Run What You Brung lanes were full to bursting, with tyre smoke

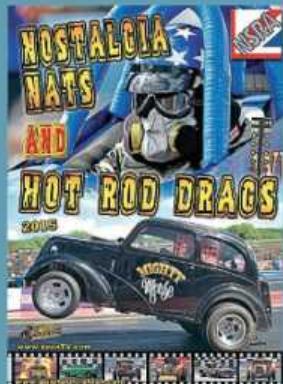
still hanging in the air long after the sun went down.

See Show 'n Shine as never before and soak up the action and excitement at this awesome muscle car event.



2015 NSRA Nostalgia Nats and Hot Rod Drags DVD (1hr 48mins)

Two spectacular events packed into one full-to-bursting DVD. Hot rods, American muscle cars and British classics all descended on Shakespeare County Raceway for two of the must-see hot rod events of the year. Watch this eclectic mix of cars put pedal to the metal on the track, gleam in the show field; see them parked up among the tents on the campground and cruise around the site – taking you back to yesteryear.



DVDs are £14.95 each with £1.50 postage per order (not per DVD) and can be ordered at www.quartermilehigh.com or call 02476 545845.



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Scale Autos Christmas Treats

Christmas is a great time for model kit builders and diecast collectors. The variety and wide variations in prices make them the ideal presents for the family to give and to receive. Prices vary from simple diecasts that youngsters can afford from their pocket money, to expensive limited edition collectables that, in extremis, you can give to yourself. Because you deserve it! Despite the sad lack of traditional model shops almost anything can now be bought online, often with free postage, so let's have a look at what Santa might bring...

1 First up we have the GreenLight Collectibles 'Eleanor', the 1973 vintage Mustang featured in the original *Gone in 60 Seconds* film. The challenge was to steal 48 muscle cars and exotics, a surprisingly easy task for this specialist crew. However, the heist of the final car, the Mustang, goes wrong, leading to one of the cinema's most exciting car chases, through five cities, wrecking over 93 vehicles in the process. It has the black striped bonnet, twin parking lights, chromed wheels and a black interior and retails around £25.

2 Ixo produces a wide range of 1:43rd scale diecast models. This unusual 1960 Ford Ranch Wagon, in two-tone red and white, is superbly finished and while it was released a couple of years ago, you can still find it easily. It's very detailed, with extremely fine chrome trim, thin whitewall tyres, etched metal wipers and minute lettering. Station Wagons are not common model subjects, but are reputed to be the next big thing. Prices vary, but expect to pay around £40.

3 Moebius Models is a relatively new name in the kit world. Their 1956 Chrysler 300B is all new tooling of this iconic early muscle car. Detailed inside and out, this is a great 1:25th scale kit.

4 The evil 1958 Plymouth 'Christine' kit from AMT has been re-released, with original style artwork, moulded in white, with plenty of chrome and vinyl tyres. It was a nice kit first time around. It's good to see her back.

5 For drag race fans, we have the Sox & Martin '67 Plymouth GTX. This car won both the Winter and Spring Nationals in 1968, a feat aided by its 426cu in Hemi V8. The kit provides Keystone mag wheels, vinyl tyres and a sheet of waterslide graphics in glorious colour.

6 Pickups continue to be popular, in full size and model form. Revell's '65 Chevy Stepside is typical of the variety currently available, some 14 in all! A 2-in-1 kit, it has many optional parts, a 283 small block for power, a choice of two sets of wheels and tyres, disc brakes and custom graphics. If you prefer the blue oval, there are at least six Fords to choose from.

7 For hot rodders there's the ex-MPC, ex-Revell, now Monogram 1931 Ford Tudor sedan. An exceptional kit, it has opening doors, detailed interior and engine bay, with a stock or modified 4-cylinder and a choice of wheels and tyres. Build it Sixties style or as a rat rod.

8 If you don't have the time to build a conventional kit why not try a simple diecast one? Hawk Model's 'Extreme Customs Cruisers' feature simple screw-together 1:24th scale diecast bodied kits. Based on a 1941 Willys Woody, the body and, in this case, woodwork, is pre-painted so you can easily assemble the basic model in an evening. Retailing at under £20 they are a good buy. Happy modelling!



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Words & Photography: Rob Woodall

RADIATOR RECORE



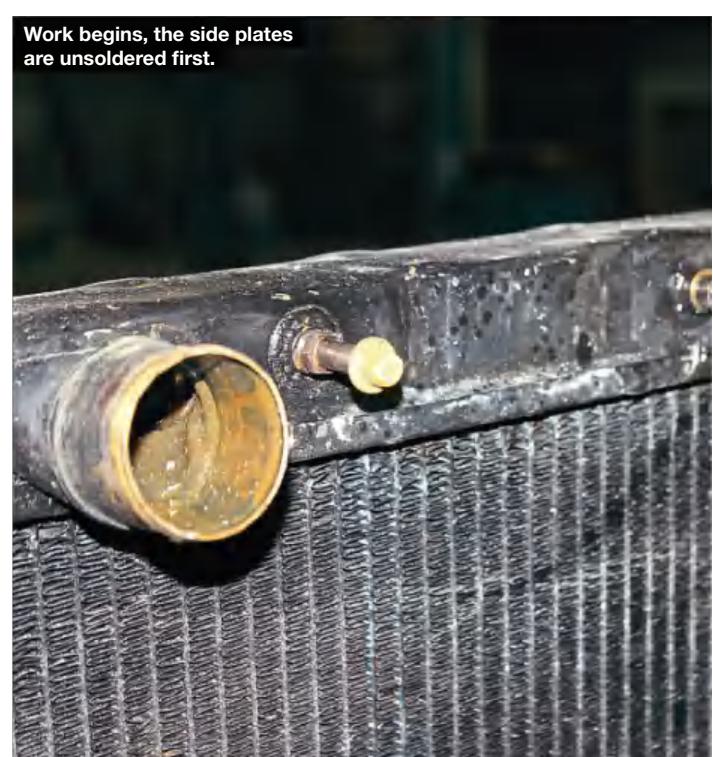
The great thing about our 'Project Pony' Mustang restoration was that it threw up lots of jobs not specific to that particular project; they're things which many and any classic American owners may have to undertake – tasks like recoring your radiator...

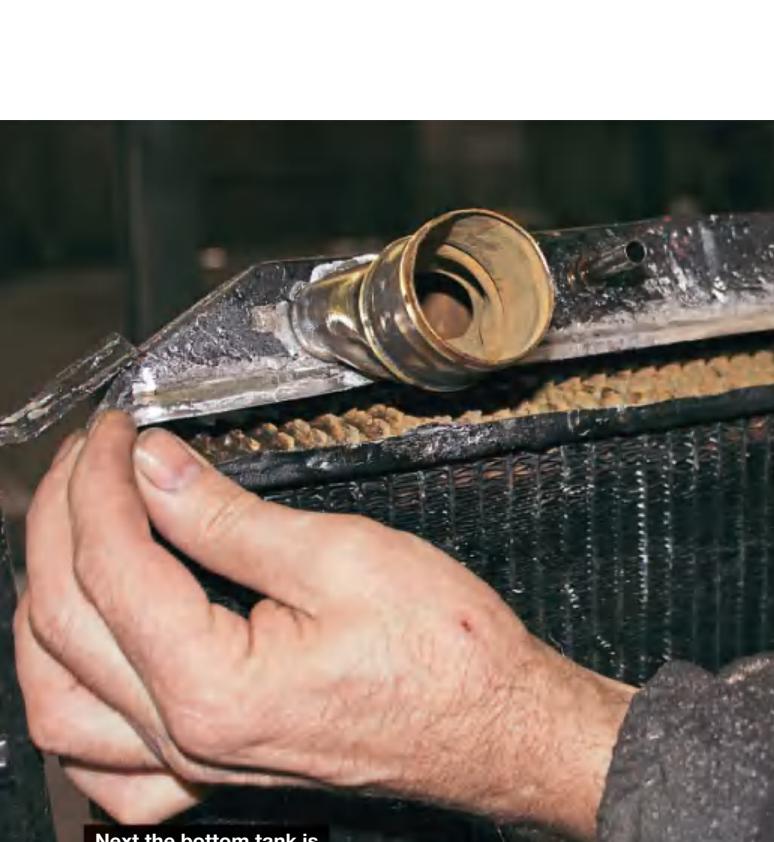
Radiator Springs (or more specifically a leak!) may be a pleasant location in the Cars movie, but in the middle of your classic's radiator core it's a most unwelcome sight and it goes without saying that finding it before your engine has done the 'boiling over' routine is preferable. Normally people resign themselves to the inevitable trip to a radiator specialist for this work, however nowadays these are becoming a rare species in our 'throw-away' society.

Tell-tale air bubbles confirm the leak.



For a change and based on previous experience of below par repair work, we decided to do this job ourselves. With a bit of online searching we found a supplier who was able to make a new core, to our specifications and measurements, and who didn't insist on a minimum order, an unexpected surprise these days. Following a further conversation we managed to establish what was needed was a 'super gill' three-row item; apparently this design type is used on many older cars, giving that bit of extra cooling. Best of all this core was going to cost under £83 including delivery, which was considerably less than the recore quote of more than £200. >>





Next the bottom tank is unsoldered and removed.

On to the job itself and a quick check on my new core dimensions showed we were good to go. First it's the side flanges which just require unsoldering, which is straightforward enough. Removing the bottom tank requires unsoldering the joint, which is done by heating it, then blowing out the melted solder with an airline gun, taking care here as levering the brass tank too much can cause it to crack. For the top tank things are different. The Ford tank is shaped and has its seam near the top, just to be awkward, so we did what other repairers have done and just cut the tank past the corner of the core, using an angle grinder with a thin cutting disc. It may not be ideal, but it will do the job.

To make a good soldered joint requires the surfaces to be completely clean and we took the opportunity to clean inside the tank as well. The soldering operation starts with the bottom tank, with the joint faces having a plumber's type paste flux applied and working with the radiator upside down allows gravity to help solder flow into the joint. A decent propane torch is needed here to work swiftly as it's best to avoid too much heat build-up.

On to the top tank and after a few trial fittings and a bit of bending around the centre near the engine fan it's a decent fit. After cleaning it up we can solder it, making sure it's the correct way round, to match the bottom tank hose connections. The side flanges can be fitted, but not before the radiator is tested for leaks. We did this with my compressed air supply set at 25psi and the radiator submersed in water. Fortunately, no leaks, so after drying it off the side flanges are soldered, making sure those bolt fixings will align with the car's radiator panel. »



The hose connection was unsoldered to allow better access to the main joint.



Lower tank has the heat exchanger for the auto fluid; it must be in good condition, although a separate cooler can be used.



Unsolder the top tank side plate joint.



Cutting off the top tank with a thin cutting disc.



With the top tank off we're ready to clean everything up.



Some doctoring required to match the profile on the top tank.



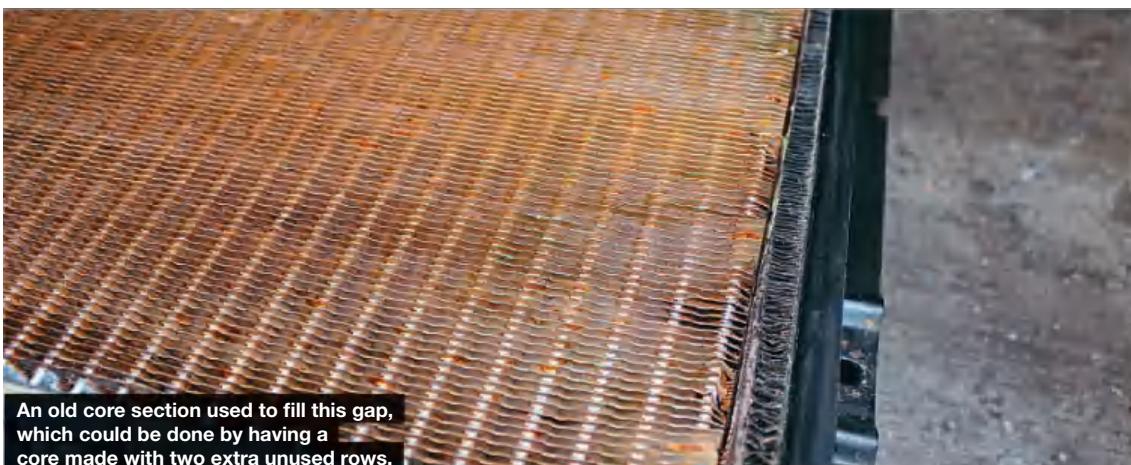
Clamps with light pressure to hold everything in place while soldering.



Completing the soldering which needs to be carried out in stages to reduce heat build up.



Final testing- looks good, no air bubbles.



An old core section used to fill this gap, which could be done by having a core made with two extra unused rows.



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DRIVING WE DEAD



In Cuba, the world's most resourceful drivers and mechanics break the rules and defy the odds to ensure that their Fifties American cars – four-wheeled zombies, really – never die

Words: Arthur St. Antoine

Photographs: Brian Vance

Syndication: Fox



Embargoed by Kennedy, Cuba's eponymous cigars.

ONCE AGAIN, HIS CAR HAS LET HIM DOWN. "I CALL IT 'THE TITANIC,'" HE SAYS, THROWING UP HIS HANDS. "ALWAYS IT IS SINKING..."

In a rural village 45 minutes outside the capital city of Havana, far down an unpaved road, beyond muddy ruts as deep as graves and a few tin shacks sprouting jury-rigged cords poaching from nearby power lines, a narrow path all but hidden in the grass winds past a lone, bleating goat before opening into a small, concrete yard ringed by cinderblock walls and chain-link fencing. In front of a splash of yellow graffiti that reads "el apuro se paga doble" (basically "haste makes waste"), four young Cuban men labour over two automotive hulks seemingly plucked straight from a junkyard.

The mechanics have in their outdoor 'garage' only the most rudimentary of tools: a few rusty jacks, hammers and mallets of various sizes, wrenches, a homemade welding rig. Nearby, in a locked cage, lies a small cache of materials – steel plating, fraying wires, sheet metal, assorted nuts and bolts. "Some of the stuff we smuggled in," says one of the mechanics through a translator. Then, looking down, he says a bit more. The translator turns: "Most of it they stole from construction sites."

The location is unidentified because the garage is intentionally off the grid. Such non-government-approved workshops are officially forbidden in the socialist Cuba of Raúl Castro, as they were when his brother Fidel was president. Yet they are also essential to Cuba's populace, part of the illegal but thriving black market to which millions of 'regular' Cubans turn when the refrigerator stops cold, or, as is so often the case in this island nation frozen in the Fifties, the family car dies. Again.

One such Cuban is Dimitrio, a 60-ish, balding, bespectacled native who speaks impressive, profanity-enriched English and owns a blue 1953 Oldsmobile sedan that's here at the secret garage because, once again, his car has let him down. "I call it 'the Titanic,'" he says, throwing up his hands. "Always it is sinking." He wraps his thick arms around the car, hugging it like a favourite nephew. "I can make like this – I love you. Oh, yes, I love you very much." Then Dimitrio steps back, gives the Olds a kick. "But at the same time, I f***ing hate you!"

Dimitrio lifts the massive hood. "This engine? Soviet. But not normal car engine. They use this to power welding machine." Indeed, much of Dimitrio's Oldsmobile runs on similarly ingenious life support. He points to the driver's door. "That car is 62 years old. Where you can find a door for that piece of shit? If someone smashes your car, they have to make a new one." Dimitrio moves to the back of the work yard, picks up a finished rectangle of 'new' floorpan. "These guys, they make the pieces by hand – with a hammer." He runs his fingers over the symmetrical square indentations in the metal, each one hand-beaten into shape. "This isn't work," says Dimitrio. "This... is art." »



Using nothing but primitive tools and scavenged parts, three Cubans in a hidden garage transform rusted hulks into drivable cars.

Cuba's collective clock stopped ticking on February 8, 1962. That day, several years after the overthrow of Cuban President Fulgencio Batista and the subsequent rise to power of Communist leader Fidel Castro, US President John F Kennedy, with a stroke of his pen, dramatically tightened the noose on an existing trade embargo against the Caribbean country. (Ever the savvy politico, though, prior to signing the order, JFK sent press secretary Pierre Salinger out to buy up every Cuban cigar in the Washington, DC, area; Salinger brilliantly succeeded by securing roughly 1200 of his boss's favourite Petit Upmann smokes. Shortly afterward – barn! – Kennedy forbade their sale.)

For Cuba's car owners, drivers and riders, the embargo had ominous – and immediate – implications: no incoming new models, no more imported used cars, not even any spare parts. Indeed, even before JFK's order, domestic controls had already prohibited most Cubans from buying brand-new cars after Castro took power in 1959. Thus, what cars already existed on the island – mostly big American models from the 1950s – would have to serve for decades to come. Though recently the dark clouds show signs of parting (see sidebar), in reality Cuba's citizens are likely stuck with their ageing 'Yank tanks' indefinitely.

Thus, strolling the busy streets of Havana today is like teleporting back into a Fifties Hollywood movie. You half expect Jimmy Stewart to drive past tailing Kim Novak in his De Soto. We came here knowing we'd see a few classic American rides, but, in fact, amid a sprinkling of Russian Ladas and the occasional Korean compact, the grand old iron is everywhere. At a nearby kerb sits a '52 Ford Crestliner. There on the Malecón, the broad artery that sweeps along Havana's waterfront, glides a '57 Buick Century, followed quickly by a '58 Chevy Impala and a '57 Plymouth Fury. Few and far between are the cream puffs, true, but most of the passing museum pieces look amazingly good considering they're well past retirement age and have never stopped working full time.

Examine the cars up close, though, and you realise Havana is a vehicular Zombieland. Most of the old warhorses really aren't classic American automobiles at all – they're mutants, like Dimitrio's Olds with its welder-generator powerplant.

Typical of the breed is the 1957 Pontiac Star Chief owned by a 30-something taxi driver named Rolando. From the outside, the car shows as if it's been stored for decades in an auto humidor. The paint shines and the bodywork flows with nary a ripple; only the modern wheels blow the illusion that we're smack in the middle of *The Godfather: Part II*. Yet, when Rolando lifts the hood, there's no 5.7-litre V8 in sight. Instead, swallowed easily by the Leviathan engine bay, sits a small Hyundai-Kia four-cylinder diesel. "This car... very strong,"



The family men of Los Titos create motoring magic, including 'the fastest Chevy in Cuba'.

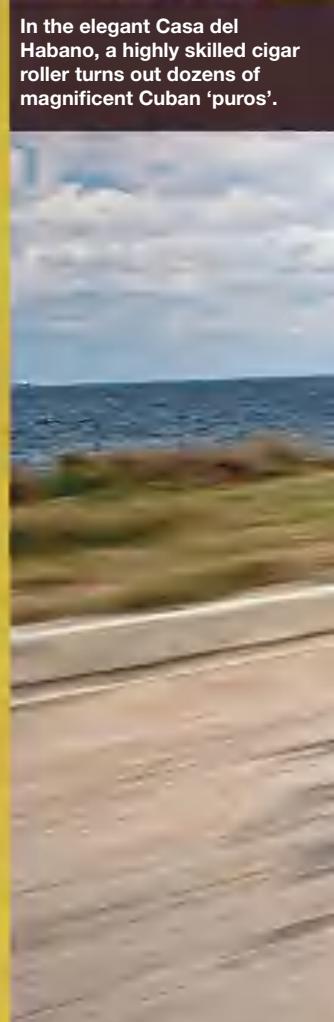
Rolando says proudly, "I love it." The realities of wooing tourists to earn a living at the wheel explains the pristine condition of the cabble's Star Chief – but also the Korean mill under the hood. "It is much cheaper to run," he says. "But the maintenance is very expensive." Then Rolando sounds a familiar refrain: "The parts I smuggle in."

You might expect, given their prehistoric rides and almost non-existent resources, that Cuban drivers have no fun at the wheel. And you'd be wrong. Case in point: the Los Titos garage. Tucked away in a leafy neighbourhood just outside the capital, Los Titos is the Cuban equivalent of Richard Petty Motorsports, a family-owned speed shop that's been fixing cars and turning out racing machines since 1959.

The venue and the tools at Los Titos may be archaic – no gleaming epoxy floors or robotic CNC machines here – but the craftsmanship on display makes no apologies whatsoever. On one table, a mechanic puts the finishing touches on a beautifully fashioned engine block that, when completed and outfitted with a supercharger, will turn out around 1000bhp. Parked nearby is the family's crown jewel: a '55 Chevrolet Bel Air drag car, said to be 'the quickest Chevy in Cuba'. Using parts mostly 'obtained' from Costa Rica, the shop's mechanical sorcerers have stripped down the Bel Air to 3000lb, bumped the big V8 to 470bhp, and even outfitted the dash with a badge lifted from an Acura Integra Type R (anything for some added kick). Even



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Cuba's classics are powered by whatever's available; old Lada engines, you name it!



The feisty Dimitrio and the object of his undying love (and unending hate), his '53 Olds 'Titanic'.



The fastest '55 Chevy in Cuba.

running on skinny Fifties-appropriate tyres, the old beast will romp through the quarter mile in 13 seconds flat. Asked if the car squirms around a lot under throttle, the proud driver doesn't even wait for the translation: "Sí!"

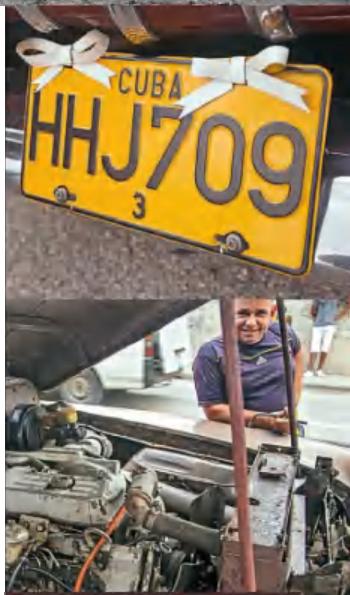
Other savvy residents turn disadvantage to advantage by embracing Cuba's old-car culture, playing it up – and cashing in. Jorge, a trim 48-year-old who speaks fluent English, owns and drives an absolutely pristine '55 Pontiac Star Chief convertible. And, unlike the island's many mutants, Jorge's ride is almost entirely original. Stratostreak 289 cubic-inch V8? Check. Three-speed Hydramatic with column shifter? Check. Silver Streak chrome hood trim? Check. Fluffy white ribbons adorning the dash? Uh, Jorge had just come from chauffeuring a bride and groom.

"I saved for a long time to buy a really nice car," Jorge says, "and I spend a lot to keep it in great condition. But my car also pays me well, too." Jorge and his Star Chief can often be found outside the capital's best hotels, where he finds no shortage of affluent tourists willing to pay for the privilege of touring the city in an automobile straight

from Havana Central Casting. "I can make \$100 American or more in an hour," Jorge admits. "And usually my passengers tip very well."

After a short drive around Havana, Jorge pulls over and does the unthinkable: he relinquishes the driver's seat of his most precious asset to allow some first-hand Cuban-car impressions. And, just like that, I'm transported back 60 years, cruising along the Malecón, the couples huddled close on the seawall, the old buildings russet and terracotta, the mutants and zombies rumbling this way and that, the Star Chief heavy and lethargic, but not a bit cantankerous. Jorge encourages me to sample one of his few modifications: a set of multiple horns actuated by a row of dash buttons. A respectable 'La Cucaracha' soon annoys the passing pedestrians.

I thank Jorge for his extraordinary generosity (my personal logbook is now stamped with 'Classic American in Cuba'). He deflects my thanks with a gentle wave of his hand, but asks a favour. "When you come back to Cuba, and I hope you will come back, will you bring me a digital camera? I will pay you for it. I would like to take some nice pictures of my car." »



A local proudly shows off his hand-built Frankenstein engine.



The Write stuff

Probably Cuba's most famous resident, aside from Fidel himself, is the American novelist Ernest Hemingway, who called the country home for decades. Along the bustling Calle Obispo stands the Hotel Ambos Mundos, first opened in 1925. Hemingway lived here from 1932 through 1939, paying \$1.50 a night; he started his novel *For Whom the Bell Tolls* in room 511. Today, the small suite is maintained as a shrine to the expatriate writer. It's said that not even Fidel Castro himself could spend the night in number 511 if he asked.

A short walk away is a haunt that Hemingway undoubtedly frequented even more than his hotel room: the Floridita bar and restaurant. Dubbed 'the cradle of the daiquiri', the Floridita is a tourist trap today, but come anyway. The dark and woody interior is period-correct; the daiquiris, sublime. There's even a statue of ol' Hem at the bar – and he won't steal your drink.

Not far away, on Empedrado Street, lies the considerably more bohemian La Bodeguita Del Medio. Said to be the birthplace of the mojito, the small bar today is a nonstop flurry of rum bottles and mint leaves. On a shelf, a sign in Hemingway's handwriting reads: "My mojito in La Bodeguita. My daiquiri in El Floridita."

It's about an hour outside Havana, though, where one truly enters Hemingwayland. Here, in San Francisco de Paula, with Havana far in the distance below, sprawls Finca Vigia, the whitewashed estate in which Hemingway lived from 1939 through 1960. Today the house is run as a museum, and remains almost exactly as Hemingway left it: comfortable chairs in the living room, well-stocked bar tray, bookshelves everywhere, the small bedroom where Hemingway preferred to write, often standing up. Here he finished *For Whom the Bell Tolls* and also wrote *The Old Man and the Sea*, which earned him a Nobel Prize. Outside is a huge swimming pool. It's said that the stunning actress Ava Gardner, when visiting, liked to swim here in the nude.

Likely only one thing could've distracted Hemingway from such a sight, and it's here, too: his beloved fishing boat *Pilar*. It was on this handsome vessel that the writer fought marlin and sailfish, entertained guests from around the globe, and simply motored about, an island in the stream temporarily safe from 'the white bull' waiting in the typewriter. So inviting are the charms of Havana, so breathtaking the beauty of the Finca, it's a wonder Hemingway got any work done at all. ★



Arthur and author enjoy Floridita daiquiris.



Bar Bodeguita Del Medio.



Hemingway's prized fishing boat, *Pilar*.

Apparently Ava Gardner was fond of skinny dipping here...



Psst! Wanna buy a new car?

As of early 2014, Cubans are now allowed to buy non-American new cars without special permits. Yet for most of them, paid by the government an average of \$20 per month, the notion is pure fantasy. One example: A new Kia Rio hatchback, which sells for \$14,800 in the US, starts at more than \$42,000 in Cuba. A mid-range Peugeot 508 sedan goes for – this is not a joke – \$270,000. Needless to say, for Cuba's 99%, such new models might as well be bolted to the showroom floor.

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Bordinat pictured in September '67 with three cars styled under his watch: the four-door Thunderbird, the Mustang and the Mercury Cougar.

CLASSIC AMERICAN PEOPLE

Eugene Bordinat

Maybe not as flamboyant or as well known as designers such as Bill Mitchell or Harley Earl; however, Eugene Bordinat does deserve as much of the limelight for shaping some of the most influential cars of the last century...

Words: Richard Heseltine

Images: Ford Motor Company

His name has been largely forgotten by history, but Eugene Bordinat Jr deserved better. As head of Ford Motor Company's design department for the better part of two decades, a spell that lasted longer than any incumbent before or since, he oversaw the creation of some of the best loved and most profitable cars ever made by the Blue Oval. Nevertheless, he remains in the shadow of period rivals such as Bill Mitchell (General Motors) and Virgil Exner Jr (Chrysler). The thing is, unlike many of his contemporaries, he wasn't a fame-chasing self-publicist. This in itself goes a long way to explaining why he is now barely remembered by all but the most devoted of marque fans.

Born on February 10, 1920 in Toledo, Ohio, his father was plant manager for Willys-Overland before he moved the family to Pleasant Ridge, north of Detroit, on taking up a position with Chrysler. Yet despite parental links to the motor industry, Bordinat (pronounced Bord-in-nay) claimed in later years that he hadn't been particularly interested in

cars until he saw a Duesenberg blast past him while he was delivering newspapers as a boy. He was spellbound and credited this brief encounter as the moment that he knew his life would revolve around cars.

Following high school and two years at the University of Michigan, Bordinat enrolled in a new car design programme at General Motors to train car designers and in late 1940 he was installed in the Chevrolet studio. Shortly thereafter, he was shipped off to the Fisher Body plant where he oversaw the production of tanks for the war effort. In early 1944, Bordinat enlisted in the Army Air Forces Cadet scheme and learned to fly, but he didn't see active service. Instead, he was given an honourable discharge in 1945.

Bordinat subsequently returned to GM, only to accept an offer in August 1947 to develop Ford's comparatively small advanced design studio. Before long, he was placed in charge of all of Ford's exterior design and in this capacity »

The first-gen Mercury Cougar was, in Bordinat's words: 'Different enough to offer an appeal of its own.'



attended meetings with most of the company's senior executives. Labelled a 'brown-noser' by Henry Ford II, a man who in time would become his protector and sometime drinking buddy, Bordinat was a social animal who made it his business to become friends with those who wielded authority.

Nevertheless, he almost came unstuck after renowned industrial designer George Walker was taken on as a consultant. He immediately installed up-and-coming talents Elwood Engel (later head of design at Chrysler) and Joe Oros (later responsible for much of the original Mustang) in the Lincoln-Mercury studio. What's more, Walker's contract stated that his protégés had the right to design competing proposals to those produced within Ford's studios, regardless of brand. This didn't sit well with Bordinat, even less so after his immediate boss Charlie Waterhouse retired in May 1955. Walker, Oros and Engel became full-time Ford employees thereafter, the former as a vice-president. With a degree of predictability, Walker invariably favoured designs conceived by Oros and Engel. That year's Lincoln Capri was the only model to the end of that decade that can be directly attributed to Bordinat, and even then only the rear styling treatment.

Bordinat may have been undermined, but he had a few allies in positions of power. Around this time, the Lincoln and Mercury studios were split up, with Bordinat becoming head of Mercury design. He viewed this as a

demotion despite a hike in pay and, while the studios would soon be recombined, he was deeply unhappy that Walker was grooming Engel to take over as the boss of bosses of the entire design staff. Ford dictated that executives had to retire on reaching 65 years of age, and Bordinat was all too aware that Walker would reach pensionable age in May 1961. In the six months leading up to this, both parties went into battle publicly and behind closed doors. Walker's scheme ultimately took a tumble as he tended to fall asleep during meetings which meant he lost the respect of the 'suits'. He also lost the support of William Clay 'Bill' Ford, the youngest of the three brothers in charge of the family business, after he referred to him as 'that f***ing kid' behind his back, and more than once.

Engel, who by this time, had been sent on a fact-finding mission to Ford's design departments in Europe was still a major threat to Bordinat, but his bid to be top dog unravelled after he was found to have been creative when making out his expenses. Unbowed, Walker began backing Oros as his successor. However, Bill Ford ultimately swayed the board and they hired Bordinat for the top design job. Walker then had to explain to Oros why Bordinat was his new boss.

commendably, Bordinat and Oros would work well together in future years, Bordinat changing the name of the Styling Centre to the Design Centre on account that: 'You design a car, you don't style it...' That decade would see him sign off the first-generation Mustang, the original Mercury Cougar and the Lincoln Continental Mark III. He personally styled the 1965 Ford Galaxie (with some input from Gale Halderman), and also reclothed two AC/Shelby Cobras, allegedly for personal use. He would often take prototypes home with him, claiming that he wanted to gauge other road users' reactions. According to those who knew him, Bordinat expected Ford products to appeal in an instant. He had no interest in designs that would 'grow on people'.

As a designer, many of Bordinat's former colleagues have claimed in print that his draughtsmanship wasn't too hot. However, they all went on to state that he had an innate sense of style and a knack for discerning what the American public craved. He was also not above appointing people that he knew would do little to endear him to his betters. In 1956, he hired African-American designer

Lincoln Continental Mark III was partially the work of Bordinat and remained one of his favourite designs.





The 1955 Lincoln Capri was styled in part by Bordinat. The rear part, mostly...

McKinley Thompson at a time when prejudice was rampant. He also came in for criticism from some quarters on hiring a Japanese-American designer, but his argument was that he didn't care about skin colour, he only cared about talent. What's more, a designer who became seriously ill had his wages increased on the quiet to cover his medical bills. He certainly wasn't alone in benefiting from Bordinat's largesse.

Bordinat was, however, a magnet for internal politics. In 1968, Henry Ford II snubbed Lee Iacocca for the role of president, a job that he felt he deserved given the sales success of models such as the Mustang. 'The Deuce' found Iacocca arrogant and too willing to claim credit every time the Blue Oval had a hit on its hands, and lured Semon 'Bunkie' Knudsen away from General Motors to take over the hot seat. Never happy as a mere underling, Iacocca sparred constantly with Ford and Knudsen, with the latter doing little to win over Bordinat on personally hiring Larry Shinoda from GM as a senior designer. Disliked by many for his blunt speaking and caustic put-downs, Shinoda nevertheless had talent and often got his way because he had the ear of Knudsen. Bordinat could do nothing but complain to Iacocca who in turn could only rail impotently to anyone who would listen.

This power struggle ultimately came to an abrupt end in September 1969 after Iacocca and 10 other senior executives threatened to quit unless Knudsen was given the chop. They got their way, Henry Ford II having been less than sympathetic to his hiring's plight on learning that he had signed off new models without first allowing him a say in the matter. Without Knudsen to protect him, Shinoda was fired by Bordinat almost immediately. The

Seventies would witness its fair share of boardroom coups, but Bordinat generally managed to stay on the right side of trouble. That said, the decade saw Ford's design language become increasingly 'safe' and unimaginative. Bordinat pushed through the Versailles which he hoped would take sales away from arch-rival Cadillac (it wasn't a huge success). Another pet project was a shortened Mark V coupe with pre-war-style sidepipes which looked whimsical rather than dramatic. It didn't make production. Then in late 1979, Ford hired Phil Caldwell as its president and the so-called 'bean counter' soon voiced his opinion of Bordinat's proposals for future models. The new 'aero' look was in, while Bordinat preferred conservative straight lines. Caldwell wanted smooth and sleek, and Bordinat refused to accept the opinion of an accountant.

Caldwell won the day, and in September 1980 Bordinat was demoted to a nebulous role as head of international design (the use of lower case spoke volumes...). He spent all of two months in this new position before resigning. Iacocca, who had left Ford for Chrysler in 1978, attempted to hire him, but the Blue Oval offered to pay his salary in full until he reached retirement age. All he had to do in return was stay at home.

Bordinat did just that. He batted away offers to write salacious exposés of his time at Ford, and left the design world for good. Instead, he enjoyed swanning about in his Clenet (an Excalibur-like 'neo-classic'), cooking and reading. A lifelong smoker, he died of lung cancer on August 8, 1987. He was 67 years old. And while perhaps not a legend, Bordinat deserves a degree of veneration for pushing through so many landmark designs in Ford's back catalogue. He had staying power, that's for sure. ★



"IN 1956
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FROM SOME
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ON HIRING A
JAPANESE-
AMERICAN
DESIGNER..."

Richard Coney

Classic American Reviews

BARGAIN CORNER

Roadside Relics

Author: Will Shiers

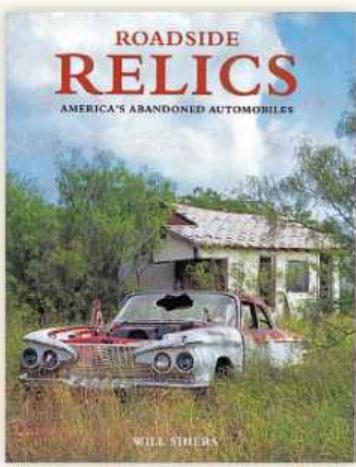
Published by: Motorbooks

ISBN: 978-0-7603-3984-8

Price: RRP £14.99, Amazon
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The enduring popularity of photos of rusty junkyard 'treasure' remains a mystery to some, but these images are a joy to behold for the rest of us. Why? Who knows, but such automotive archaeology holds an international fascination. Is it the colours and contrasts of rotting steel among the bright weeds, flowers and trees, the implied calm of man's technology gradually returning to nature, or perhaps the thought that here is a project, just waiting to be recovered and restored?

Readers will recognise the name of Will Shiers, whose many and varied 'Discoveries' grace our pages each month. Back in 2006 with the assistance of Motorbooks, Will published *Roadside Relics*, with over 250 pictures of forgotten wrecks. This was reprinted as a softback in 2010. Now, you can acquire a copy of this excellent digest of abandoned American tin, old and older, for the price of a monthly magazine. With Will's excellent book available for under a fiver, there is no excuse not to add this to your collection.



Trans Am & Firebird Restoration 1970½ - 1981

Author: Melvin Benzaquen

Published by: Car Tech

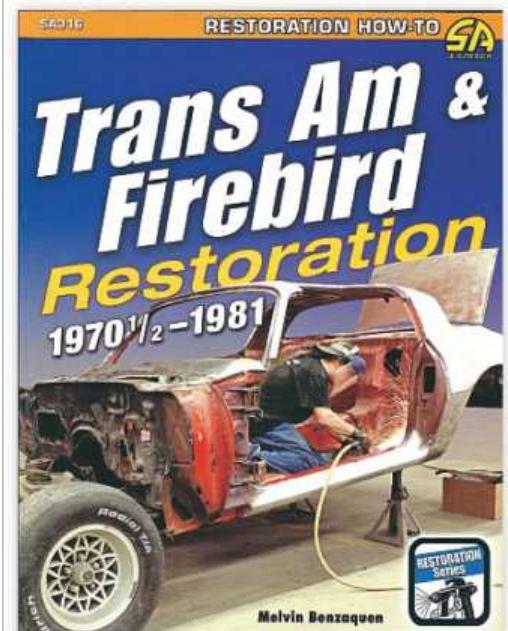
ISBN: 978-1-6132517-2-0

Price: £23.99

Many owners of Pontiac's second generation Trans Ams and Firebirds will be relieved to learn that a restoration manual of its iconic Seventies muscle cars has been published. From their introduction in mid-1970, with a wide choice of engines and more performance than many could handle, these popular entry-level sports coupes have maintained a loyal fan base. When the last of the breed left the factories with their newly downsized and smog-constrained engines, it truly was the end of an era.

Pontiac was slow to bow to the environmentalists' pressures to reduce performance and emissions. Indeed, of GM's divisions they were alone in still producing large-engined muscle cars into the mid-Seventies. That didn't mean that the cars were any better built than their contemporaries. Far from it. The Firebirds may have taken centre stage on the *Rockford Files* TV series and in the *Smokey and the Bandit* films, but they rotted just as quickly as everything else from that era. This guide should assist owners to return their Firebirds to original spec.

Other Car Tech books are dedicated to Pontiac engines. This manual concentrates on the bodywork. There's an overview on the mechanicals,



engine, transmission, suspension, brakes, electrics and so on, but the bulk of the book is dedicated to identifying what you have, complete with VIN plate decoding information, focusing on the most common bodywork problems, repairing and replacing panels, preparation and laying down paint. It's well written, superbly illustrated and most informative. If you have a Seventies Pontiac muscle car, you'll undoubtedly need this book at some point.

Rochester Quadrajet Carburetors

Author: Cliff Ruggles

Published by: Car Tech

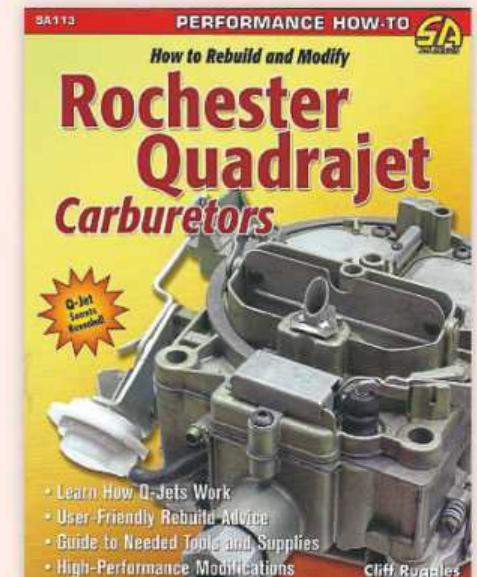
ISBN: 978-1-932494-18-1

Price: £22

This is not a new book as it dates from 2006, however even if it was reviewed back then, I think it deserves a second look. Rochester carburetors has been a division of General Motors since 1949 and distributed through AC Delco for decades. Rochester first produced its 4G four-barrel carb in the mid-Fifties. It was factory fitted to a wide range of GM engines until the mid-Sixties.

By then stringent emission regulations were forcing auto manufacturers to rethink their strategies, encouraging attempts to balance performance with increased economy. In the process, GM opted for the Rochester Quadrajet, or Q-Jet, to solve at least some of its problems. In essence, the two small primary bores operate at lower speeds providing acceptable efficiency. Stomping the accelerator opens the much larger secondary bores, allowing a greater petrol/air mixture into the engine, increasing performance dramatically, albeit at the expense of fuel economy. With regular updates, the concept worked well, thereby maintaining its conformity with the regulators. Millions had been produced by 1988 at which time fuel injection systems had completely replaced carburetors in GM vehicles.

Whilst the Q-Jets worked fine, maintaining and fine tuning them for additional performance has always been a fine art, causing many home



mechanics much head-scratching in the process. This new book by a Q-Jet expert unveils the secrets of rebuilding and modifying this carb. It starts with a history, and an explanation of how Q-Jets work. There's a discussion on which Quadrajet is best for different applications, provides useful information on the tools necessary to strip and rebuild one, plus some sensible health and safety tips. There is a chapter on stripping and rebuilding the carbs, followed by another on modifying them for additional efficiency and performance. This useful manual will be relevant to many classic GM cars. If you fancy rebuilding a Quadrajet yourself, you'd better have this book handy!

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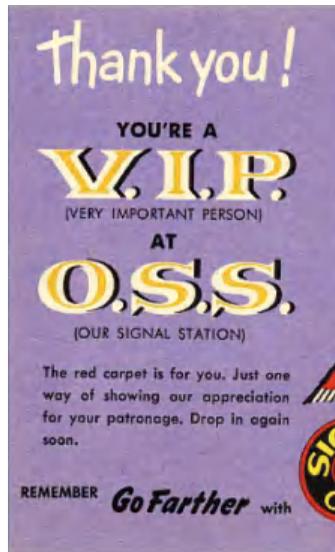


Step into *Classic American*'s time machine once again as we take a nostalgic look at the gone, but not forgotten, all-American service stations which used to ply the highways and byways of America...



The story of the 'service station' is truly one from a bygone era. Modern 'gas' stations (in American parlance) are similar in that you are there to refuel your vehicle and perhaps buy a coffee or sandwich, paying either with cash or credit card. But let's make no mistake about it, you are pumping your own gas. In the golden days of yesteryear, it was a completely different story pulling into a service station... First there was the familiar 'ding-ding' bell sounds from the black-hued air hose that

lay across the driveway as you entered the gasoline pumps. The owner of the station, or an attendant, would quickly come out of the garage or the office and immediately unscrew your gas cap, and while reaching for the fuel hose, they'd ask you what type or grade of fuel you wanted. Depending on the exact era and the particular service station you had entered, the question was: "Regular or Premium?" Or in the earlier years, "Ethyl" for the higher-grade fuel. >>



"AN OLD TRICK SOME OF THE MORE SHADY OPERATORS WOULD DO WAS TO CARRY A SMALL SQUIRT BOTTLE OF OLD OIL AND ONCE THE CAR WAS LIFTED UP ON THE HOIST, A SHOT OF OIL WOULD BE SQUIRTED UP AND INTO THE METAL DUST COVER OF THE SHOCK..."



While the gas was flowing, the service station man would clean your windshield and take a look at your tyres, and if there was some low air pressure you'd get that sorted out, all for free. It was all a ritual. In the days when most cars burned a certain amount of oil, the natural thing to do was to ask the driver if he wanted the oil level checked. As the hood was being opened, the engine's dip stick was next checked and if you were low, the guy would walk the oil stick to the driver's window and show you exactly if you needed a full quart, half-a-quart or whatever.

Service stations were located out on the highway, where motorists were coming in from hours on the road, and these cars often needed the radiator to cool down and extra water added, all of which was part of the package. With a full service garage, complete with lift for checking the underside of the chassis, service station attendants would also suggest to long-haul drivers to pull their vehicle into the stall and get everything checked out; this type of special attention was more widespread with stations located out on the open road. It also was a way to make extra sales of easy-to-install items such as shock absorbers. An old trick some of the more shady operators would do was to carry a small squirt bottle of old oil and once the car was lifted up on the hoist, a shot of oil would be squirted up and into the metal dust cover of the shock, and then the owner was made aware of the 'leaky' and possibly unsafe shock absorber, of which often time a replacement was installed 'for peace of mind'.

Another sly trick was when the attendant would check your oil, and if it was already filled to capacity, he would promptly recheck it, all the while not fully sliding the stick in all the way, using his thumb as a restrictor. Then when the oil stick was pulled out, it would look like it was "about a half a quart low" and when the driver saw it and said yes to purchasing a half quart, the attendant would have a spout already in an empty oil can and "add in a half quart" ... the end result was pure profit.

But in fairness to the overall reputation of service stations, the availability of a qualified mechanic on duty to replace a radiator hose, fix a flat tyre or change the windshield wipers on a rainy day far outweighed the few stations that took it upon themselves to trick their customers with unneeded repairs.

Motor Trend magazine in April of 1973 did a special story about a man named Tom Mills who ran a Shell service station in Santa Barbara, California, north west of Los Angeles. The article was entitled: The World's Best Corner Gas Station. Here's how writer Ted West described the place: "Not the cleanest, not the most modern, not flashy. The attendants don't carry ukuleles and nobody will clean your wife's sunglasses. The prices aren't unusually low, the service isn't astoundingly quick, the station



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doesn't give away Super Bowl tickets and there is no massage parlor around the corner. There are oil spots on the pavement, the tire rack isn't new and mechanic's timing light looks like it's been shot at. With accuracy. But Tom Mills Shell Service is the greatest corner gas station in the world!"

That Southern California Shell station had first opened in 1951 and had developed a long line of regular customers, and Mills stood behind his work, fully guaranteed. If that rebuilt generator failed and if you for some reason didn't want Mills Shell to fix it free, you'd get your money back – all of it. And when you took your 1941 Chevrolet in for a full lube job, you knew you were getting a full and complete lube where they hit all the points. As an example, there are inter-surface lube points on the rear leaf springs on that vintage Chevy, and Mills knew it and lubed them.

Tom did it right, top to bottom, nobody got taken for a ride. And here's how writer West summarised: "And paradox of paradoxes, it turns out that the key to the station's undeniable financial success is not false diagnosis, unnecessary parts ordering and flat rate cheating, but honesty." When the question was put to station owner Mills about his ability to build and grow his business with the support of all his happy customers, he tipped his Shell baseball cap back on his head and answered: "It's just taking care of the people's needs in the way they like to be taken care of."

Before 'self-service' the corner service station was a cross between a place to fill up, a place to get your car worked on and, to a certain extent, an auto parts store. If you needed a single hose clamp, a radiator hose, fan belt, a few feet of heater hose, a thermostat or some fuses, or a single headlight bulb, they had them, as well as a full line of tyres at reasonable prices. You could get your oil changed, transmission serviced, headlight replaced, your carburettor rebuilt and sometimes the guys working there were into high-performance, so there were selected service stations that would install speed equipment like headers and traction bars, and some could totally dial in your distributor on the Sun scope.

Often service stations had their own tow-truck to go out and pick up stranded, broken-down vehicles on the road that needed repair. If you had to hang around the place waiting for a repair, there were cigarette machines, a soda-pop dispenser, candy bar vending machines and if you were lucky, a gumball machine. While nobody could ever claim the rest rooms were always the greatest place to spend your time in terms of cleanliness, in general the corner gas station or the station on the highway was a decent place to get things done. And of course, free air for your tyres, free water for the radiator. Many stations had



"THE CORNER SERVICE STATION WAS A CROSS BETWEEN A PLACE TO FILL UP, A PLACE TO GET YOUR CAR WORKED ON AND, TO A CERTAIN EXTENT, AN AUTO PARTS STORE..."



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free, folded paper maps as well. Working at a station was a real learning experience for young men and just figuring out where the gas cap was hidden on some of the cars from the Fifties was a major challenge with new model year cars.

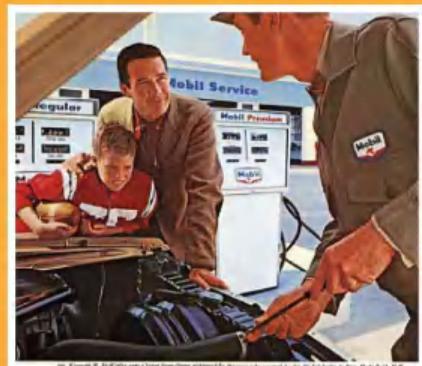
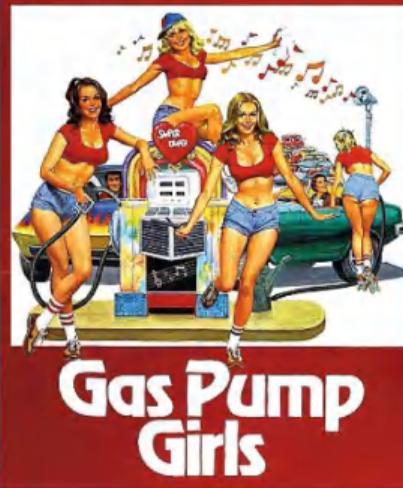
The modern 'gas station' is no longer considered anything to do with 'service' and if you need help in checking the oil, filling the fuel tank, adding air to the tyres or getting a flat tyre repaired, it's not going to happen. The addition of snack shops and mini supermarkets have become the secondary income source for owners of gas stations, and there's no question that to anyone who had been to a genuine old-school service station, the past is gone and never to return.

However there currently seems to be a certain amount of interest in rediscovering some of the old, abandoned service station buildings across America. While the majority of them have been torn down and replaced with new, modernised 'convenience store' types of arrangements combined with selling gasoline, some survive and are preserved for historical significance.

In Rancho Cucamonga, California, a Richfield service station, established 1925, was recently restored. Located on Foothill Boulevard, at the north-west corner of Archibald Avenue, it's authentic to every detail and provides a great backdrop for nostalgia photographs.

Inside, the vintage station is filled with historical artefacts and old car memorabilia, and all the restoration work was done by enthusiast local volunteers (see: www.route66ieca.org). As the thriving tourist trail that is Route 66 proves, the late, great American service station may be gone, but it's definitely not forgotten and authentic examples of it still survive today – you just have to look a bit harder to find them! ★

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Words & Photography: Will Shiers



This engineless Oldsmobile two-door Touring Sedan may have picked up a few battle scars over the years, but isn't looking too bad for a 78-year-old junkyard resident.



No prizes for guessing why this 1961 Chevrolet Impala coupe ended up in a salvage yard – that's some serious front-end damage. I only hope that the driver's head didn't cause the smashed windscreens. Judging by the 1974 licence plate, the car has been in this Georgian yard for about 40 years.



The Oldsmobile Toronado, which was built between the mid-Sixties and the early Nineties, was famed for being the first US-built front-wheel-drive car since the Thirties Cord. It was designed to do battle with the Ford Thunderbird and the Buick Riviera. This 1968 example was shot in a waterlogged junk yard about 20 miles north of Whitefish, Montana, and just a few miles from the Canadian border.

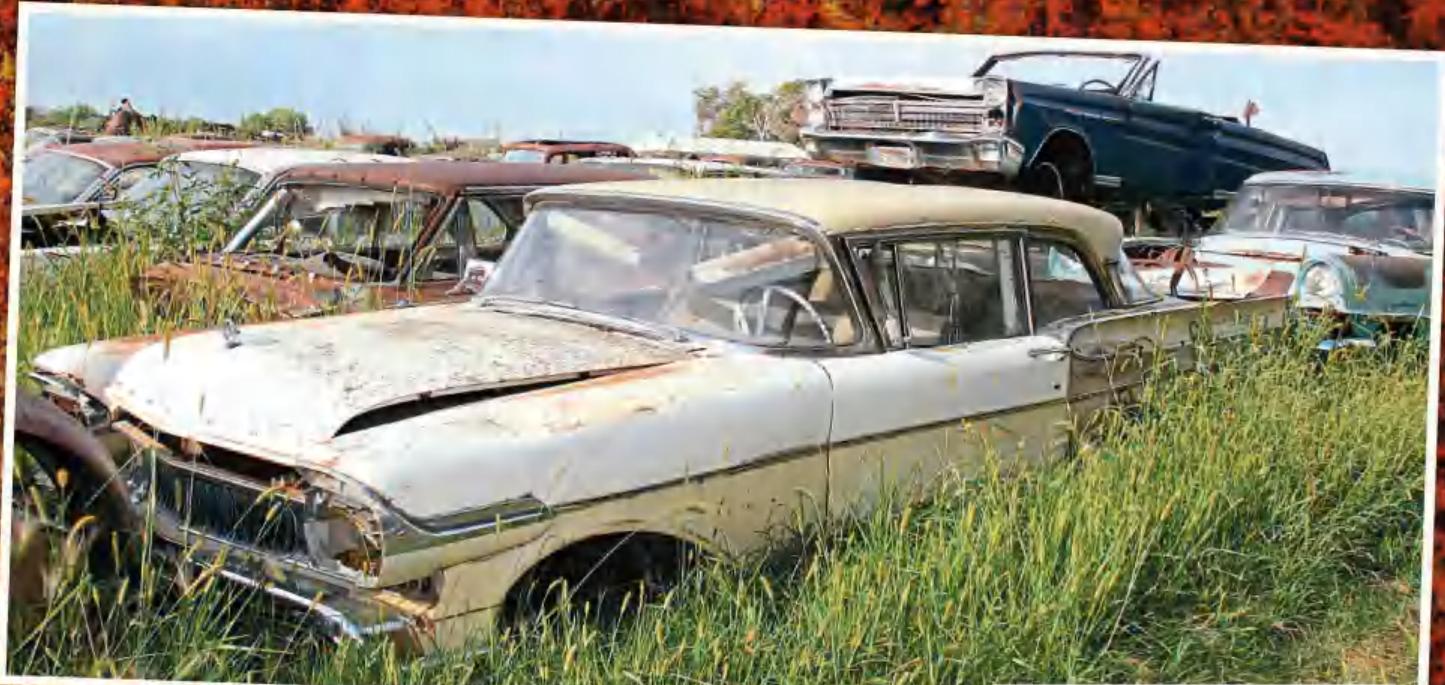


This 1957 Buick was found behind a gas station/bodyshop in northern Minnesota. Although it hasn't been on the road for 40 years, it does apparently still run. More than 400,000 Buicks were built in 1957, of which 41,665 were Super Riviera hardtop sedans.



Pre-war cars aren't my forte, but I'm going to guess that this Pontiac dates from about 1936. What's confusing is that the headlights have fallen from their usual high-mounted position. Unfortunately the car's characteristic silver streak is looking neither silver nor streak-like these days.

The 1961 Dart Pioneer wasn't the prettiest Dodge to ever roll off the line, and that's not just my opinion. The reverse fins, rear fender scalloping and 'ingrown toenail' headlamps were hugely unpopular at the time, and it was reflected in the sales figures. In 1960 some 306,000 Darts found buyers, compared with just over 167,000 the following year.



This 1957 Mercury Montclair languishes in a South Dakota salvage yard.



And now for something completely different. Yes I know it's a Renault 5, but the Le Car (as it was known in North America) was marketed through AMC's 1300 dealerships, which means it sort of deserves a place on these pages. The 'French Rabbit', as it was often referred to at the time, was supposed to take market share from the Honda Civic, VW Golf and front-wheel drive subcompact imports. But Europe's best-selling car did not live up to expectations on that side of the Atlantic.

The car was sold in the US from 1976 to 1983, when it was replaced by the American-built Renault 9 (Alliance) and 11 (Encore). They're incredibly rare today, and this example, discovered on the New Mexico/Colorado border, is the first I've seen in more than a decade.



Denver, Colorado is home to this early Fifties Chevy truck, or at least half an early Fifties Chevy truck! The yard has many hundreds of similarly aged pickups, and it's happy to ship to the UK. For more information call 001 970 686 2460.



This is Arizona, and a sorry-looking 1963 Ford Falcon Ranchero does a balancing act on a couple of old wheels. The yard recently had a major cull, resulting in hundreds of classics being lost to the crusher. It's hard to believe that this one somehow escaped.



1969 Mercury Cougar convertibles fetch decent money, so I'm surprised this one hasn't been rescued. Of the 100,000 Cougars built that year, less than 10% were ragtops.



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REAR WINDOW

THE NEW CARS FOR 1946 – A REVIEW

Get ready to dial that time machine back to 1946. After a year of looking at Detroit's offerings for 1955, Steve Miles has gone back a decade further to look at the models for 1946 – the first since America entered the Second World War in 1941 – which were launched in the autumn of 1945...

Another month on, and we are now able to introduce you to some more of the USA's new cars for the coming times of peace. With the economy riding high, it seems that demand for new cars is heading for stratospheric levels, and the manufacturers are all clamouring to get on to that band-wagon and take advantage – sadly the UAW and the unions in the steel industry aren't playing ball.

But as we come to the last months of 1945 the choice of new cars getting to the showrooms is widening on a weekly basis, even if a few of the previously best-selling brands are still missing. We're promised that it won't be too long before you can buy a new Chevrolet or a Cadillac, but if

those are your heart's desire you'll have to be a little more patient!

The same applies to Dodge and Plymouth lovers; Studebaker are being very close-mouthed about their post-war cars but rumours about an all-new model persist – hopefully we'll see very soon. And we hear that the consortium headed by Henry Kaiser and Joe Frazer is coming together and negotiating for Ford's Willow Run factory, although it seems unlikely that we'll be seeing their car in production for some time yet; the little we've heard suggests they're planning something radically new for '47. We'll pass on what we hear – but for now let's take a look at this month's returnees to the automotive fray:

FORD

The Ford Motor Co has seemingly escaped the worst attentions of the unions, and has come back to the showrooms with all three brands in full force, so now we have one of the low-price names on sale once again. The 1946 Ford is, surprise, surprise, very much an updated version of the '42 car with a new grille and other details. The line-up is reduced by the deletion of the cheapest Special trim; for '46 you can have a DeLuxe or a Super DeLuxe, with either the 226 cubic inch Six or the familiar flat-head V8 – but the V8 is now the bigger 239.4cu in engine as previously used in Mercury, so your '46 Ford should be quite a hot little package with its 100 horsepower.

You can have any combination of trim and engine except for the two convertibles which come only with the V8 – there's the regular Super Deluxe soft-top, or a really fancy Sportsman convertible which has its doors and rear body overlaid with mahogany.

panels and white ash trim, giving it a stylish look resembling the station wagon – not surprisingly perhaps, it's not cheap at \$500 over a regular convertible. A six-cylinder DeLuxe Coupe will cost you \$1074; the Sportsman \$1982, so the under-1000-dollar Ford is no more!



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And the new Oldsmobile is just as easy on the eyes as it is in the driving. Its smooth, tailored styling and tastefully appointed interior are clearly setting the pace for next year's car-buying attention ... winning admiration ... instant credibility.

Address to *Henry J. Eselin*, on the way to LSP party and
See next chapter for his role and vision.

A third GM manufacturer is back in production. Chevy and Cadillac are still suffering the attentions of the UAW – we'd guess that Chevrolet management must be spitting bricks right now!

But the '46 Olds is arriving in the showrooms any time now, and a good-looking car it is too – the extraordinary fussy front of '42 is gone in favour of a very simple grille of curved bars.

The new cars have gained names too. The Special 66 is bottom of the pile, with the 119in wheelbase and 238cu in L6 engine – there's no 68 model now, so you move up to the Dynamic Cruiser 76 with the L6 in the 125in chassis; there's the Dynamic Cruiser 78 which drops the 257cu in L8 into the same chassis, and they top things off with the Custom Cruiser 98 on the 127in wheelbase. Body styles in the longer cars are as before with a choice of sedans, the 98 adding a convertible, but the 66 line is cut by the deletion of the business coupe and town sedan. A 66 club coupe will cost you \$1407; the 98 convertible \$2040; and uniquely you can opt for Oldsmobile's clutchless, automatic-shifting Hydramatic Drive.

If you're patient, we fully expect the remaining pre-war manufacturers to be back in production very soon; and there are the possibilities of new names coming to the motoring scene, even if it seems likely that they will take a while yet to develop their plans into a saleable car.

MERCURY

Mercury too is back with a revised 1942 car – looking a little classier with its new, fancier grille design, the '46 Merc is tagged as the Series 69M. There's only one trim level, as before, but that's a good step above the top Ford line, and the same list of models is there as we knew from before the war with the addition of a Sportsman convertible with its wood-trimmed body like the Ford. As with every manufacturer, costs have risen since production halted so the cheapest Mercury, the two-door sedan, will now cost you \$1448; Merc's Sportsman is \$2209, the station wagon \$1729. Only engine is the



same 239cu in V8 that you can now have in a Ford, so style and comfort are the criteria to make you pay the extra for your Mercury.

DE SOTO

The De Soto is back too. Here though the list of models is cut somewhat – the same two lines are available in DeLuxe or Custom, but the convertible and long-wheelbase seven-seaters only come in Custom trim now, and the town sedan is deleted altogether. But there's a new eight-passenger Custom Suburban sedan which has a folding back seat that opens into the trunk space for a huge luggage capacity, and a utilitarian wood-panelled interior. Styling is similar to the '42 car again, but the appealing hidden headlights have gone, victim of production costs; all models use the same 236.6cu in flathead 6, its power also cut slightly to 109bhp; Fluid Drive is again available in De Soto too. De Soto prices start at \$1331 for a DeLuxe business coupe and rise to \$2093 for the Suburban sedan.



*Nothing
could be finer*



LINCOLN

Lincoln is back in the luxury sector too, to compete with the already available Packard. The choices are down somewhat from '42 – the long-wheelbase Custom is gone, and the Zephyr name is no longer used for the regular 125in wheelbase cars; the three-passenger coupe is deleted too. Your new Lincoln comes as sedan, club coupe or convertible, with the option of Custom interior trim; and the Continental is coming back too, in hard or soft-top form as before; all have a revised, heavier-looking grille, and all have the same flathead V12 engine although that's reduced in size to 292cu in to live with the low-test gas which is all you can get right now. Lincoln prices run from \$2318 for a club coupe up to \$4474 for the Continental Cabriolet.



CHRYSLER

Also back to fight over the luxury car market is Chrysler. And perhaps surprisingly, Chrysler is offering the same expansive line of models as it had back in '42, from the cut-price Royal right up to the New Yorker. The only reduced line is the Crown Imperial, now only listed as the eight-passenger limousine; and there's what they are calling the Town & Country series – wood-trimmed bodies like the Fomoco Sportsman line, but available as both a four-door sedan and convertible, with either six- or eight-cylinder power.

Royal and Windsor lines on the 121.5in wheelbase have the 250.6cu in L6, Saratoga and New Yorker the 323.5cu in L8 in the longer 127.5in chassis – both are cut slightly in power to handle the current cheap gas, and you can opt for the Fluid Drive clutchless transmission; appearance is not unexpectedly similar to the 1942 cars with a more massive-looking grille to set them apart. Prices range from a low \$1431 for a Royal business coupe right up to \$2743 for a T&C convertible; the Imperial limo will cost you \$3875. ★

And that, for now, is it. If your dollars are burning a hole in your pocket and you can't wait to get your hands on a shiny new car, those are your immediate choices – but wait a while longer, and we'll see all the old brands back in their showrooms. And if the tales we hear are true, a few new names to compete with them too! We'll be back next month with whatever further news there is of returning passenger-car availability, if your patience will hold out until then...



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Club news & Events

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VSCC Loton Park Hillclimb

Loton, Shropshire, September 12-13

Loton Park has been the ancestral home of the Leighton family for more than 300 years, and is a magnificent 17th century country mansion set in the rolling hills of Shropshire, close to the Welsh border. Set within the deer park, the 1475 yards hillclimb course is extremely picturesque for spectators and challenging for all entrants. Hillclimbing has taken place at Loton Park since 1960, and the first VSCC event took place in 1992.

This mid-September meeting marked the last VSCC hillclimb event of 2015, and attracted a bumper entry of cars, including a number of Yanks, one of which was Hugh Mackintosh's 1917 Hudson Super Six Racer recreation, entered in Class 7 for Automobile-Engined Edwardian Cars. Hugh was enjoying driving the car in its inaugural year, following an in-depth five-year rebuild to as near original specification as possible.

In 1917 Hudson built four original Super Six race cars, of which only one survives in the Samsung Motor Museum in Korea. "I've built this car exactly as it would have been built at the factory," explained Hugh.

"This has involved shortening the chassis by 20 inches, then I fitted the body on top and installed a 4738cc straight-six engine with twin carburettors and a racing manifold. The straight-six Hudson engine is the first fully counterbalanced six-cylinder engine in the world."



Hugh Mackintosh's 1917 Hudson Super Six Racer.

Another Yank entered in Class 7 was Andy Lloyd's 1913 Chalmers 17. Hugh Chalmers of NCR Cash Registers fame sold his company and in 1906 purchased a small car company in Detroit and named it Chalmers. Andy purchased the car as a rolling chassis project at the Beaulieu Autojumble several years ago. Five months later, he put it on the road – fast work indeed. During the winter of 2013 he refreshed the original engine, and found some Lister Petter pistons with the correct diameter which were modded to suit. Valves from a

Caterpiller D9 bulldozer were also modified and fitted.

Having engineering skills certainly comes in handy when working on old Edwardian cars.

Nick Leston had entered a 1929 Lovell Elkhart Sprint Racer in Class 16 for Pre-1941 Racing Cars over 3000cc. Nick's car is powered by a stock Ford Model A engine that's been further tuned, which is coupled to a three-speed Model A gearbox, the rear axle is Ford Model A, but the front axle is Chrysler. The car was purchased as a pile of bits around 35 years ago from a fellow

VSCC member who later became chairman. In period, this type of dirt track racer proved very popular in the US. Nick has enjoyed racing his Sprint Racer for 30 years!

Best place American car at the meeting was Nick Leston's Sprint Racer – second overall in class and first vintage with a time of 69.93 secs. Andy Lloyd took first handicap in his class, with a time of 100.77 secs in his Chalmers 17; Hugh Mackintosh's time was 83.35 secs in his Hudson Racer.

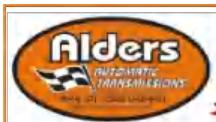
Words & Photography: Paul Bussey



Andy Lloyd's
1913 Chalmers.



Nick Leston's 1929
Lovell Elkhart Sprint Racer.



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DECEMBER 26

ROMSEY'S ANNUAL BOXING DAY
PRE '76 CAR & BIKE MEET

Taking place at the Aldi, Crossfield hall and bus station car parks in Romsey town centre from 9am to 1pm, this will be the 14th year and as always it is a free event. Sponsorship once again from Adrian Flux Specialist Car Insurers. Organiser Steve Biddlecombe has collected for various charities over the years and raised £14k for Prostate Cancer UK the last few years - once again they are the chosen charity, due to the popularity of the charity with attendees. A huge attraction amongst locals and attracts massive crowds and vehicle numbers, which have peaked (due to space limitations) to approx 700 cars & 200 bikes, some from as far afield as Northampton, Exeter & Maidstone in the past! Check out the website for full details, picture galleries and vehicle classifications etc and feel free to drop Steve a line should you need any further info or to use any pictures at all. NB This event is only open to Pre-1976 European Cars, Bikes and Commercials and Pre-1986 American Cars and Hot Rods. See: www.romsey-classiccarandbikemeet.co.uk

DECEMBER 28

ICENI C.A.R. CLUB
BRASS MONKEY RUN

Once again it is time to get away from the turkey, the usual festive war films or the in-laws. Dig out your bucket and spade and join us for our run to the seaside on the North Norfolk coast. Leave the Ram Public House, Brandon (on the Suffolk / Norfolk border) at 10am and arrive at the Captains Table, formally the Ark Royal Public House, in Wells-next-the-Sea at 12-ish (a distance of just over 40 miles); stopping off at Swaffham to re-fuel and refresh as necessary. The Ram, Brandon - leave 10:00 (travelling fifteen miles, approx 20 mins) to Waitrose, on the Fakenham Road (A1065), at Swaffham (Next to Eco centre) - arrive 10:20-ish. Leave 11:00 (travelling 25 miles, approx 45 mins) to Wells. For more details call Tony 01842 810720 or Carl 01842 815637, or e-mail: icenicarclub@fsmail.net

2016

APRIL 24

KENTS ALL FORD SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX. Tel. Geoff Martin 01732 840 787 or 07860 797969. See www.kentsfordshow.co.uk for more info.

JULY 2-3

CARS & STRIPES AMERICAN AUTOFEST

Showcasing all things American, this event appeals to people of all ages, bringing together all the razzmatazz from across the pond to the home of the UK's only-banked Oval Circuit. Tickets are now on sale visitors can buy an adult weekend ticket at 2015 prices when bought as part of the early bird promotion. The 2-day pass costs a budget-busting £15 if purchased before midnight on December 31. Tickets include access to an unreserved Grandstand seat, providing unprecedented views of the whole track, however visitors will be able to roam the venue and catch all the action from infield viewing areas and top of the pit roof garage.

An array of American beauties representing all sections of the automobile world from across the decades, will be taking part in the static Cars & Stripes Show 'n' Shine Competition as well as parade laps on track. There will be the opportunity to experience the incredible thrill of being within touching distance of the infamous Rockingham wall in a genuine NASCAR or drive an American muscle car on the infield circuit. If that wasn't enough, the Pick-up Truck Championship will be back to provide the racing action with Mark Willis looking to defend his Rockingham 100 title. A firm favourite with the home crowd, drivers will battle it out at breath-taking speeds to be crowned 2016 champion. Away from the track, live music on the Cars & Stripes stage, family entertainment, children fun fair rides and attractions, trade stands and American-themed food and drink outlets, including the Rockingham Diner. FREE entry to children aged 15-years and under,

and a complimentary carer ticket for adults who are registered disabled. Rockingham prides itself on making motorsport accessible to everyone and is one of the most family-friendly UK motor racing venues. Advance bookings can be made on-line at www.rockingham.co.uk/cars-stripes or by calling the ticket hotline on 01536 500500.

JULY 17

KENT'S KIT, CUSTOM AND AMERICAN CAR SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX Tel. Geoff Martin 01732 840 787 or 07860 797969. See www.kentskitcustomandamericanCarsShow.co.uk for more info.

AUGUST 5-7

11th DONCASTER ROADRUNNER HOTROD SHOW Customs classics, rods, trucks, bikes, trikes. Camping from Friday. Fancy dress Sat night bar / showers, band/dance hall, food hall, Sat cruise, Sun trophies show 'n' shine. More information www.doncasterRoadrunner.co.uk Tel. 07833 114635.

SEPTEMBER 11

KENT'S CLASSIC CAR SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX. See: <http://www.kentsclassiccarshow.co.uk> for more info.

Cruises

ANGUS – East Coast Cruisers (Scotland) American & Custom Car Club. Cars 'n' coffee meeting every Thursday around 19.00. For details of location in current week, please call or email Blair on 07810 123145; email: softtopmustang@gmail.com

AYRSHIRE – Meet at The Odeon, Victoria, Kilmarnock, noon on fourth Sunday of the month, cruise at 1pm.

BATH – Second Tuesday of the month, at the Forum and Firkin, opposite Theatre Royal, Barton Street, Bath, Somerset. 7.30 for 8.30 line-up outside. Call 07074 400500 for info.

BATH – Meet & Greet, first Saturday of the month, 1-4pm, Bath Classic & American car company, BS39 5AA. For more info call Neil 07850 529940.

BEDFORD – Ouse Valley CC meets at Interchange Retail Park, Kempston, 7.30pm, last Sunday of the month, April to October. Cruise into Bedford 8pm. Call Mark, 07903 049489 or Dave, 01234 357740.

BEDFORD – Meet The Priory Marina, Barkers Lane, 7.30pm on the third Thursday of the month April-October. Tel 07957 811696.

BERKSHIRE – Third Saturday of the month.

Berkshire Area Mustang Owners' Club meet (but all American cars and enthusiasts welcome). Venue varies, but always around the Newbury area. 11.30am meet for a midday lunch. Please visit the Shows & Cruises section of www.mocgb.net/ forums for details.

BIRMINGHAM – First Thursday of the month, AACI area meet at The Kingsley, Kingsbury Rd, Minworth, near Jct 9 of M42 from 7.30pm. Tel: Dave 07941 298365

BIRMINGHAM NORTH – AACUK meet second Weds of the month 7.30pm at The Towers, A34 Walsall Rd just off M6 Jct 7. For details call Ken 0845 644 0387.

BIRMINGHAM SOUTH – AACUK meets last Wednesday of the month, 7.30pm, at The Wharf Hotel, Hockley Heath, A3400 just off M42. Everyone welcome. Call Alan on 0845 644 0358.

BRADFORD – AACI Meet 'n' Eat, The 6 Acres, 119 Westgate Hill Street, Bradford, BD4 0RZ. Last Wednesday of the month, 7.30pm onwards.

BRIGHTON – Jukebox Show and 1950s, 60s and 70s Retro Fair at Brighton Racecourse. All enquiries contact 0208 393 2444 or email: jukeboxshow@hotmail.co.uk

BRISTOL – AACUK meet on the first Sunday of each month at the Golden Heart Pub, Winterbourne, Bristol, BS36 1AU. Call Steve on 07792 185083.

BUCKINGHAMSHIRE – American cars, rods, and bikes etc. Meet at The Harte and Magpie, Amersham Road, Coleshill, near Amersham, Bucks HP7 0LU. Meet from 7.30pm to 11pm onwards on every second Tuesday of the month. Call Richard for more info on 07879 255249 or email: richard72@hotmail.co.uk

BUCKINGHAMSHIRE – Milton Keynes/North

Bucks – Join our friendly gathering of enthusiasts on the second Wednesday every month at The Prince George, Portishead Drive, Tattenhoe, Milton Keynes MK4 3FA from 7pm on. All American/Canadian/Australian car fans are welcome whether owners or not! For more info call Steve on 07792 497116 or Chris on 07775 898456.

CANNOCK AND WOLVERHAMPTON – AACUK meets on the third Tuesday of each month at The Moreton Arms, 2 Springfield Lane, WV10 6PX. Jct 2 of the M54 onto A449 Wolverhampton then left at second lights. Contact John Latham on 0845 644 0346.

CHESHIRE – American Auto Mags Cruise April to October inclusive, 1st and 3rd wednesdays each month from 6.30ish. November to March inclusive, from late morning on the third Sunday each month at The Hollow Tree Pub, on the A49 just off the M56 Junction 10. (Postcode WA4 4LX.) For information: www.americanautomags.com or call 01606 888324.

CHESHIRE – AACI Route 56 Cruise, first Monday of the month, 7.30pm at the Hollow Tree pub, by Jct 10 of M56. Family pub with restaurant, kids' play area. Charity raffles etc. All welcome. Tel: Brendan 07909 918995, Angie 07801 656590 or go to www.route56cruise.co.uk

CORNWALL – Surf Coast Cruisers meet first Saturday of the month at Starbucks, Chiverton Cross (A30) 6pm and then cruise out and third Saturday of the month at McDonalds, Hayle 6.30pm then cruise St Ives. Contact Adrian on 07714 477107.

CORNWALL – First Saturday of the month, meet McDonalds, Fraddon, on the A30, 7pm, then cruise Newquay. Tel 01208 814210.

CORNWALL – Cornwall American Car Owners meet third Saturday of the month at the Victoria Inn, on the A30, Roche, 7.30pm. Tel. Andy 01726 860172

CORNWALL – Meet at Route 38 American style Diner, on A38 at Trerulfoot Roundabout. Meet from 12.30 every third Sunday of month. See website for cruise info www.route38carclub.co.uk Contact: Steve on 07768 267104 or 01822 854675.

COVENTRY – Sunday lunchtime and other meets throughout the year. Paul on 07866 547141 or email ACIwarwick@AmericanV8.co.uk

CROYDON – Second Sunday of the month, Valley Park, Purley Way (A23), near Ikena/McDonalds, 4.30pm. Tel Derek on 07724 752512, or Brian 01737 556499 or 07836 367317

DARLINGTON – Last Friday of the month, April to September. Quaker Cruise, McDonalds, Morton Park, off A66 bypass 7.30-9pm, then on to the Fighting Cocks. Details from Cath 01325 350268 or Ian 01325 288365

DEVON – Devon Cruisers – Custom Classic and American. Meet at 2pm on the third Sunday of the month from April to September at various locations. Please see us on facebook for further details or contact Craig on 07973 471125.

DEVON – Informal meet at Chandlers Bar, Queen Annes Battery Marina, Plymouth PL4 0LP every Sunday morning from 10am. All cars welcome.

DEVON – Exeter. Anyone interested in becoming part of a new cruise in the Exeter area, please contact Chris on 07912 559819 or email crazyhatman@hotmail.com

DEVON – BURNOUT Auto Club – Custom Classics and American meet at 3pm and Cruise from the Wrey Arms, Sticklepath, Barnstaple, third Sunday of the month April to September. Contact Craig 07973 471125 or see us on Facebook.



Shows highlighted in white
are car of the year events

DORSET – Third Monday of each month at the Old Thatch, 285 Wimborne Road West, Ferndown, Dorset BH21 7NW from 7:30pm every Sunday at Viewpoint, Parkstone, Poole from 2pm. National Can-Am car club 07989748094

DUNDEE – Meet on the last Sunday of the month at The Craig Tay hotel, Broughty Ferry Road, Dundee from 7.30pm. Tel: Ally 01382 801038

DUNDEE – The Knightriders meet every Tuesday, 7.30pm, at The Marmalade Pot, Riverside Drive, Dundee, just west of Dundee airport. All welcome. Tel: Kenny 01382 770958 or see www.v8block.pwp.blueyonder.co.uk

EDINBURGH – Meet on the last Saturday of the month at KFC, Craigleath, about 8pm, then cruise along Princes Street to West Maitland Street. See www.ill-eagle.co.uk

ESSEX – Bungalow Diner at Marks Tey, 45 London Road. C06 1EB. Every 2nd Thursday from 7pm is hot rods, rat rods, customs and yanks. Call 01206 210 972 or see: www.bungalowdiner.co.uk

ESSEX – Meet at Bobby Jo's 50s Diner, 11-12 Eastern Esplanade, Southend SS1 2ER every Thursday evening from Easter to October. Free tea and coffee for owners of American or classic cars and 10% off food. Large car park opposite diner. **ESSEX** – American Independents Car Club meets twice monthly, 8pm, second Sunday and last Tuesday of the month, at the Albion Pub, A13 r/bout, Rainham. Tel: Rita on 0208 501 0142.

ESSEX – Meet at The Dick Turpin, A127 Southend arterial road, Wickford, every Wednesday from 8pm. Call Frank on 07986 909423

ESSEX – The AACI Essex meet on first Saturday of month, 7.30pm, Holmwood Farm, Slough Lane, Danbury CM3 4LX. Tel Tony 07836 246902.

ESSEX – Meet every Wednesday at Frankie & Benny's, Galleys Corner, Braintree, 8pm. Tel: Robin on 07721 793308

ESSEX – Mustang Owners' Club GB Essex Group. Now meet every third Fri of the month at The Fox & Goose, Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN T: 01245 248245 e-mail: info@foxandgoosepub.co.uk from 6pm onwards. For more info email: Les Hughes, lesuze@ntworld.com

ESSEX – The Pontiac Drivers' Club meets on the third Monday of the month, 8pm, at the Green Man, Tyers Road, Roydon Hamlet. Tel: Graham on 01268 473492, Joanne on 01268 419652 or see www.pontiacDriversClubOnline.co.uk

FIFE – Meet on the second Sunday of the month at KFC, Fife Leisure Park, Jct 3 of M90 from 6.30pm, April to October. See www.ill-eagle.co.uk or StewartDrk@aol.com

GREAT YARMOUTH – GYAAC meet at the White Swan, North Quay, Great Yarmouth every Monday from 8pm, May-Sept. Tel: 01493 740863 or email mal.tol@rjt.co.uk

GUILDFORD CRUISE – Burger King, Ladymead Retail Park. First Sunday of the month. Tel: Roy on 01483 856744.

Want your event listing here?
We need all details in writing, so you can either post them to us at **Classic American Events, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR**, e-mail to email@classic-american.com or fax to 01507 529399. It's free, and your listing will stay on these pages until the event has passed.

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Ancestor of all the Cobras Tojeiro Chassis 001

Tojeiro racing car chassis 001 built in 1952 by John Tojeiro is the very first in the line of all AC roadsters.

It can be found in the book “British Racing Green” by Pritchard and in Graham Gaulds book “TO, John Tojeiro The Man and His Machines”. 001 is a landmark design and along with its fantastic history, it is eligible for most every historic event in the world i.e. Goodwood Festival, Monterey Historics, and Mille Miglia.

Shortly after the build of the Tojeiro, Chris Threlfall purchased it from John Tojeiro and he later sold it to James Flander in 1954. James Flander raced 001 in 54 season including Brands Hatch International.

Under ownership of James Flander 001 was rebodied to a full bodied car in 1954 and converted at some time to an MG XPAG 1446 cc motor due to the results of a crash. The chassis and under pinnings remain unchanged. The final British owner Henry Scrope sold the Tojeiro to a buyer in San Francisco in December of 1964. The Tojeiro was mechanically disassembled for the rebuild and has been left in waiting for all these years. Drivetrain, body and interior as run by Flander. Inclusion of all pictures, original shipping and correspondence documents dating back to 1952 contained in archival protectors.

Tel: 00 17077 471289 Email: hfabricating@aol.com

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1955 Chevrolet Corvette Roadster

Representing a truly superb all American Sports Car with matching numbers, the 141st of only 700 manufactured. Pennant Blue with Beige interior, and a canvas convertible top, side curtains, sporting Black California plates, this is the last year for the remarkable series one body style, as well as the first Corvette with the exaggerated “V” script introducing the new



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HAMPSHIRE – South Coast Teds Rock 'n' Roll Club monthly Record Hop and Bands, at Twyford Social Club, Queens Street, Twyford, Hants. For more info tel. Dave 07580 027468; Steve 07739 635044; Glenn 07804 281146.

HAMPSHIRE – Victory Wheelers meet first and third Wednesdays at The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT. 8.30 to 11pm. **HAMPSHIRE** - meet in Hampshire at The Royal Oak, Christchurch Rd, Downton, Lympington, Hampshire, SO41 0LA. On the 4th Sunday of each month at 2pm onwards. Very large car park. Pub grub and drinks available, bbq outside on most meets. We also have a DJ playing 50s/60s music on every meet from 3pm. All classics of American/British/European/Japanese Customs and Hotrods and all classic and custom motorcycles very welcome. Contact Derek 07717 791912 or Mark 07734 168954.

HARROGATE - Harrogate Knights CC "End of Month Cruise". Meets last Saturday of the month from 5pm, McDonalds, St James Retail Park, Grimbold Crag Way, Knaresborough, Nr Harrogate.

HEMEL HEMPSTEAD – Hemel Valley Cruisers meet at the Marchmont Arms pub, Piccots End, every Thursday, 8pm. Tel: Nick 07958 764045 or see <http://nickstep.cwc.net/index.htm>

HEREFORD – American & Hot Rod Club meet first Thursday each month at The Grandstand, Grandstand Road, Hereford HR4 9NH. Everyone welcome. Contact Mark at westernautos@mac.com or phone 01432 358518

HERTFORDSHIRE – A602's Cruise Night is every third Wednesday of the month from 7pm onwards at the Three Horseshoes, Hooks Cross, Watton at Stone, Hertfordshire SG14 3RY

HERTFORDSHIRE – A602's Breakfast Club is every first Sunday of the month from 10am onwards at the Harvester, Roaring Meg Retail Park, London Rd, Stevenage, Herts SG1 1XN (Chairman) Stewart.

HERTFORDSHIRE – LA Roadsters and Pontiac Owners' Club meet first Saturday of each month from 11am to 2/3pm at The Crocodile Pub, College Road, Cheshunt, Herts EN8 9NQ. Big car park, kids welcome. Call Andy K on 0208 801 1953.

HERTFORDSHIRE – Mustangs and Mopars meet at the Three Horseshoes, Hooks Cross, Watton-at-Stone, Herts on the A602, second Wednesday of the month from 7pm. Contact www.mocgb.net

HULL – The Yorks Yanks meet at The Sandpiper, Melton Park HU14 3HE, on the first Sunday of the month at 6pm onwards. Yanks, rods, classics, cars and bikes all are welcome. See our website and free to join forum for details. www.yorksyanks.co.uk

IRELAND – GAScc meet on either the first or third Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.gascc.ie for latest information.

IRELAND – The Southcoasters meet on the second Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.southcoasters.ie for latest information.

IRELAND – Cadillacs of Ireland Register. Email Nick Stratta on cadillacsireland@gmail.com or call on 085 828 9922 (Ireland) or 07775 704205 (UK)

IRELAND – Kilbeggan Co. Westmeath. The Midland American Auto Club (MAAC) meets at their clubhouse opposite Kilbeggan Racecourse at 7.30pm every Thursday evening. Kilbeggan is off junction 5 of the M6. All are welcome, new and old faces. See website www.maac-ireland.com or facebook www.facebook.com/maacidland.american. auto club for more details. Or speak to Joe Keenan (Club Chairman) on 0872 388400, Eamon Fidgeon (Club Secretary) on 0871 271015 or Nick Stratta (Club PRO) on 0858 289922. If dialing from outside Ireland drop the leading zero and dial 00 353, so 00 353 87 for example.

ISLE OF MAN – First Wednesday of the month, various venues, see www.manxyanks.com

KENT – The Pontiac Drivers' Club meets first Wednesday of the month at The Moat, London Road, Wrotham, Kent TN15 7RR. Tel: 01795 476796 for information.

KENT – Third Sunday of the month, 4.30pm, at Dover Seafair, then up to Tesco car park, White Cliffs Business Park, Whitfield, Dover. All classic vehicles welcome. Tel: Nick on 07412 530608.

KENT – Kent Mustang Owners meet first Saturday of the month from 6pm at American Diner, Ashford, Jct 9 off M20, follow A28 signs. Tel: Kev 07900 262699 or Steve 07867 977279 for details.

LANCASHIRE – The Swan Hotel, Hindley Green, Wigan A577, second Tuesday of the month. All welcome. Tel: 01942 522692 or 01942 254868.

LANCASHIRE – Rawtenstall cruise, now at the Cobblers Inn, New Hall Road, Rawtenstall, just off the M66. Second Friday of each month from 7pm March–September. Good food, kids' play area, everyone welcome. Contact John at rwmopar@talktalk.net for more info.

LYTHAM ST ANNES – Fylde Rugby Club floodlit car park, Blackpool Road, Ainsdale. Second Thursday of the month, 7pm onwards. Food and drink available. Tel: Richard 01253 735314 (day); 01253 722057 (eve).

LEEDS/BRADFORD – LA Cruisers meet at the Spotted Cow, Whitehall Road, Dingleton, Leeds, every Tues, 9pm onwards. Tel: 0113 252 7923 or www.lacruisers.org.uk; la.cruisers@ntlworld.com

LEICESTER – AACUK meet last Saturday of each month at 2pm at The Elms, Rugby Road, Lutterworth, Leics LE17 4BP. All clubs, customs, rods, bikes etc.

welcome. Call Ozzy on 07845 886240 or email ozzymotorsports@hotmail.co.uk

LEEDS – Second Saturday from 7.30pm at the Burger King, Jct 1 of the M621, Leeds.

LEICESTER – AACUK meet third Wednesday of each month at The Plough Inn, Burrough Road, Ratby, Leicester LE6 0ZL. Live Rock 'n' Roll DJ. All clubs and vehicles welcome from 7pm. Call Roger on 0116 259 5276 or 07802 370 645 for details.

LICHFIELD, STAFFS – Bowling Green, Lichfield, Jct of A461 and A51, third Wednesday of the month, 7.30pm. Call Tony on 01543 675666 or www.rodging.co.uk

LINCOLNSHIRE – Witham and Blues, Langrick, PE22 7AJ. Petrolheads, every Tuesday, starts at 7pm.

LINCOLNSHIRE – County Cruisers meet at The White Horse, Marsh Chapel, near Louth on the second Wednesday of the month. Tel: Clint 07519 791890 or Neil on 07778 003229 or see www.bombercountycruisers.co.uk

LINCOLNSHIRE – Meet on the fourth Sunday of the month, noon, at the Dove Cote on the A46 between Lincoln and Newark. Tel: Dave on 07702 693448 or see www.aaci-lincs.co.uk

LONDON NW10 – The Executioners Hot Rod Night meet at the Ace Cafe, Stonebridge, North Circular, first Wed from 6pm. Also, All American pre-Chelsea Cruise meet from 4pm, last Saturday of the month. Also, All-Ford meet, second Monday from 6pm. Also, Harley night, last Thursday from 6pm. Tel: 0208 961 1000 or www.ace-cafe-london.com

LONDON NORTH – Southern Bootleggers UK Last Sunday of the month from 12pm. McDonalds, Friern Bridge Retail Park, New Southgate, N11 3PW. Newcomers welcome. Contact Dean 07583 374578/Wesley 07450 688560.

LONDON N16 – Rockabilly Tuesdays, every Tuesday at The Eye, 79-81 Stoke Newington High Street. Live music from The Night Shakers plus record hop, 8pm-11.30am. Free entry. Tel: 0207 923 7781

LONDON – The Chelsea Cruise, on the last Saturday of the month, 7.30pm, Chelsea Bridge/King's Road area. Tel: Derek on 07724 752512 or see www.chelseacruise.co.uk

LONDON – Ace Cafe meet last Saturday afternoon of month. North Circular Road, London. NW10 7UD

LONDON – LA Roadsters & N London POC meet first Sat of the month at The Crocodile, College Road, Cheshunt EN8 9NQ 11am-2/3pm. Contact Andy 0208 801 1953. Children welcome, big car park.

MANCHESTER – AACNW meet first Sunday of the month, largest cruise at the Krispy Kreme, Barton Dock Road just behind the Trafford Centre. Jct 10 M60. 100+ vehicles, everyone invited, discounts and other offers. From 9.30am. Contact Gordon on 07761 952400 for details.

MERSEYSIDE – The Merseyside American Enthusiasts' Club meets on the last Sunday of the month at The Gamebird pub, St Helens (on East Lancs Rd) from 7:30 onwards. Call Rich/Denise on 0151 475 2059 or go to www.americanmuscleuk.com

MERSEY/CHESHIRE – Meet second Sunday of the month, 1pm on, Eight Towers, off Danins Road, A56 near Fiddlers Ferry power station, Widnes WA83RA. Details from Graeme 0151 510 0488.

MIDDLESEX – Mustang OCBG, Damn Yankees and Pontiac Owners' Club meet on the first Tuesday of each month all year round at Whitewebbs House, Brewers Fayre, Whitewebbs Lane, Enfield, Middx, EN2 9HH. Contact Gary on 0208 505 9930 or Irv on 0208 279 6233.

MIDDLESEX – Various weekend meets at the London Motor Museum, RAF West Ruislip, Aylsham

NORFOLK – Landsharks AAC meet at North Tuddenham Lodge, third Sunday of the month at 2pm. Tel: Lee on 01362 858978, Guy on 07881 583746 or www.landsharks.co.uk

NORFOLK – King's Lynn Cruisers meet every Thursday at the Coach and Horses, Tilney All Saints, near Kings Lynn (on old A47). Tel Wendy for details on 07883 091339.

NORFOLK – East Coast Pirates meet first and third Sunday from 1.30pm onwards throughout the year at Joy Land 50s diner, Great Yarmouth seafront. All American, custom, hot rods, classics and bikes welcome. Tel: Steve 01493 440539 or go to www.eastcoastpirates.co.uk

NORTH EAST – NEACC meets on the first and third Sunday of each month at the Angel View Inn, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill Horn on 0191 536 2202 or Karen on 0191 555 0563; northeastamerican@yahoo.co.uk

PRESTON – First Friday of the month at the Lea Gate pub, Blackpool Road PR4 0XB, 7pm. Call Pete on 01772 652203 for details.

PLYMOUTH – Plymouth Owners' Club GB. Contact Barry Reece at jillnbarry@reecejill.orangehome.co.uk or tel: 01986 784305.

ROtherham – Meet first Wednesday of the month at Sitwell Arms, Pleasley Road, Whiston, S60 4HQ.

SHEFFIELD – Steel City Cruisers meet at the Stock Yard pub, Hallay Ind Est, two mins from Jct 1 of the M18, last Saturday of the month. April-Oct. Tel: 01709 541116.

SHROPSHIRE – 49'ers American Car Club meet alternate Thursdays through summer, monthly in winter. Various venues in the Shrewsbury area. See 49'ers American Car Club Facebook for updates, or text Jon on 07531 327483

SOMERSET – AACI meets second Sunday of each month 12-3pm at The Frome Flyer, Jenson Way, Commerce Park, Frome Somerset BA11 2LD. On Frome bypass A361. Tel: Simon 07809 365822.

SOMERSET – AACUK meet first Tuesday of each month at The Golden Heart, Down Road, Winterbourne, Bristol, BS36 1AU. Contact Steve on 07851 279003 or email steve.o.123@hotmail.co.uk

SOMERSET – The Blue Ridge Runners meet at the Royal British Legion, Main Road, Pawlett, near Bridgewater, first Tuesday of the month (previously Monday), 7.30pm. Tel: Paul on 01278 683669.

SUFFOLK – Iceni CAR Club meet at The Ram, Bridge Street A1065, Brandon, 1pm on first Sunday of the month. Tel: Tony 01842 810720.

SUFFOLK – AACI Orwell Crossing (eastbound A14 – Ipswich). 10am-1pm last Sunday of month. Tel: Charlie 07767 325669 or 01473 437515 or www.aacint.co.uk

SURREY – Blood, Sweat & Gears Breakfast Meet, first Sunday of the month 10am-noon. The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB. Full breakfast, bacon rolls, music etc. Tel: Lee on 07950 258704.

SURREY – Krispy Kreme, Shannon Corner, New Malden KT3 4NA, third Sunday of the month, 10am onwards. 15 mins from M25 on A3. Email: dw123@hotmail.com

SURREY – Meet at the Fairmile Pub Portsmouth Road, Cobham KT11 1BW on the 3rd Sunday of every month. Not affiliated to any club but all clubs are welcome. Open to hot rods, classic cars, and motorcycles or any vehicles of interest.

SURREY – The Bull Colseum, Chelsham Common, Warlingham, Surrey CR6 9PB. Breakfast meet, 1st Sunday of The Month, Classic Hot Rods, bikes great breakfast from 09:00 to 13:00pm. All welcome, under new ownership! Tel: 01883 6252529.

SURREY – AACI Surrey meet at 2pm, the Monkey Puzzle pub next to Chessington World of Adventures. All welcome, cruise out to Guildford at 3.30pm. Tel: Dean on 07919 995676 or see www.aacint.co.uk

SUSSEX – AACI meet at The Friars Oak, Hassocks on A273, 8pm on third Wednesday of the month. Tel: Dave 01903 244051.

EAST SUSSEX – 1066 Cruisers meet at the Mermaid, De La Warr Parade, Bexhill on Sea, on first Sat of the month, 7.30pm. Tel. Scott, 01424 893674 or Kim, 01424 892297.

EAST SUSSEX – Lone Star Auto Club meets at The Green Man of Ringmer, Lewes Road, Ringmer, BN8 5NA on the second Thursday of the month from 7pm. All welcome. Any queries tel. Eric 01444 242875. www.lonestarautoclub.co.uk for details.

SUSSEX – Last Sunday of the month from 5.30pm, Burger King, Goldstone Retail Park, A270, Hove. Tel: Bob 01273 566711.

EAST SUSSEX – Car Wash Diner Cruise Nite. 2nd Saturday of the month April-October. Car Wash Diner, Hurst Green (On the A21) TN19 7QY. On the E Sussex/Kent border. 6pm onwards.

SHROPSHIRE – 49'ers American Car Club. Meet alternate Thursdays through summer, monthly in winter. Various venues in the Shrewsbury area. See 49'ers American Car Club Facebook for updates or text Jon on 07531 327483

SURREY/KENT – Breakfast Meet. First Sunday of the month The Bull (formally The Coach House), Chelsham Common, Warlingham, Surrey CR6 9PB. Not affiliated to any club. All clubs welcome. Open to Classic cars, Yanks, Rods, any vehicles of interest. Great food. New management.

SWANSEA – Sunday afternoon runs. Call Mark, 6-7pm, on 01639 771445 for details.

SWINDON – All Yanks, bikes, rods, vans, trucks etc welcome to meet up at the Sunn Inn, Coate Water, SN3 6AA. Tel: Iain 01793 877399.

TYNE & WEAR – The North East ACC meets first and third Sunday ever month at the Angel View, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill on 0191 536 2202, or Karen on 0191 523 7723; northeastamerican@yahoo.co.uk

TYNE & WEAR – Tyneside American now meet at The Hearth Cafe, Main Road, Horsley, Northumberland, NE15 0NT on the first Friday of the month (April-October) from 7.30pm. For more details please contact Norman and Gerry on 0191 4132334 or Sue & Paul on 07500 463 192.

TYNE & WEAR – Geordie RAC meet at McDonalds drive thru, Metro Centre, Gateshead, second Wednesday of the month, 7.30pm, April-October. Tel: Alan 01207 570265 or www.geordierac.co.uk

NORTH WALES – The Guzzlers meet first Weds of the month at The Beachcomber pub, Beach House Road, Llandulas, off the A55 near Abergele, 7.30pm. Tel: Doug on 01745 827392, leadshed@aol.com or www.guzzlerskarklub.co.uk

WARWICKSHIRE – The Butty Run, Long Itch Diner, Southam Road, Warks CV47 9QZ. First Sunday morning of the month (except March and June). See www.butty-run.com

WARWICKSHIRE – Bosworth Classic Car & Bike meet on the last Tuesday of the month from 6.30pm at Bosworth Water Trust, Market Bosworth, Warks CV13 6PD. Co-organised by The Coventry Cruisers and open to all vehicles. BBQ, bar and food, kids rides and playground. Tel: Kev on 07914 071093 www.coventrycruisers@tiscali.co.uk

WARRICKSHIRE – The Red Lion Rendezvous meets first Sunday of the month at the Red Lion, A3400 Main Street, Long Compton, Warwickshire near Chipping Norton. Tel: Jenny on 01608 684221 or Mel 07792 305751.

WEST MIDLANDS – Britannic Assurance PLC, Wythall Green, off Middle Lane, Wythall, Birmingham. Second Tuesday of the month (May-September inclusive) from 7pm. Second Sunday of the month (Oct-April inclusive), 11am-3pm. Tel: 01564 822800.

WESTON SUPER MARE – The Tropicana, Weston-super-Mare seafront, last Tues of the month 7.30-8.30pm, then to Big Apple diner.

WORCESTER – AACUK meet at The Crown Inn, Hallow on the A443, Tenbury Road just outside Worcester every third Wednesday. All clubs welcome. Phone Mel 01905 351955.

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FORD MUSTANG CONVERTIBLE

1966

Vendor: Nic Moore
Tel: 020 8890 3443

If you have owned a car for nearly two decades and still strive to keep it garaged, clean and shiny, you clearly chose wisely and well. Nevertheless, after all those years you would be forgiven for wanting a change. Such could be said for this pretty 1966 Ford Mustang Convertible.

Nic Moore, from Hanworth Park in South West London, bought the car back in March 1997, the third owner since it was imported from the States in 1990. All Mustangs are unique, given the options the first buyer could select when ordering their new car. This one is a well-optioned Mustang, with a stock 289cu in V8, two-barrel carburettor and an estimated 108,000 on the clock. It has a C4 automatic, power-assisted steering, air conditioning, a two-tone blue interior, factory-fitted tinted glass, a remote driver's door mirror and electro-hydraulic power hood. This was renewed in 2008 and is in excellent condition with a clear rear

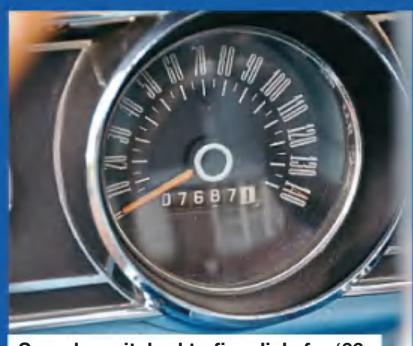
window. There are no splits or tears in the hood.

The tyres are excellent, the rears having travelled only about 100 miles. Built on February 18, 1966, according to the dossier of information Nic has compiled, it was ordered with the relatively rare servo brake option. Mustangs at that time could be ordered with drum brakes, with or without servo assistance, or with front discs and drums at the rear. Servo discs were not offered until later.

Nic is a meticulous man and has a full list of each and every part that has been bought and fitted since purchase, plus the various repairs he deemed necessary to keep the car legal and safe. A couple of repairs were made to the chassis while in his care, despite not having reached the point they could have risked failing the MOT test. A new exhaust was installed in 1999. Nic has been careful to keep the 'Stang as it came from the factory. He substituted the original steering wheel for one with a wood rim, but retained the original for possible reuse. The blue metallic paint is not the original colour, that being a paler silver blue, but the present darker hue suits the car and matches the interior.

SPECIFICATION

Engine: 289cu in V8 with two-barrel carb
BHP: 164bhp
Gearbox: C4 Automatic
MOT: August 2016
Price: £26,995



Speedo switched to five dials for '66.



Can't miss that under-dash A/C!



As anyone who has driven an early Mustang knows, the steering is extremely light when power assisted. This one is no different and makes the car easy to drive, both in traffic and on the open road. Acceleration is brisk and the transmission kickdown provides a welcome burst of power for overtaking or accessing motorway traffic flow.

Many Mustangs of this age exhibit some scuttle shake, but despite its potentially weaker structure compared with the coupe and fastback, everything seems tight with no hint of chassis twist, even on hard acceleration and while cornering. The door shuts appear even, which is a good indication of chassis integrity. She's comfortable, not only for motorway use, but also at slow speeds in restricted suburban roads and heavy traffic, being responsive on the throttle and easy on the brake pedal, courtesy of the servo.

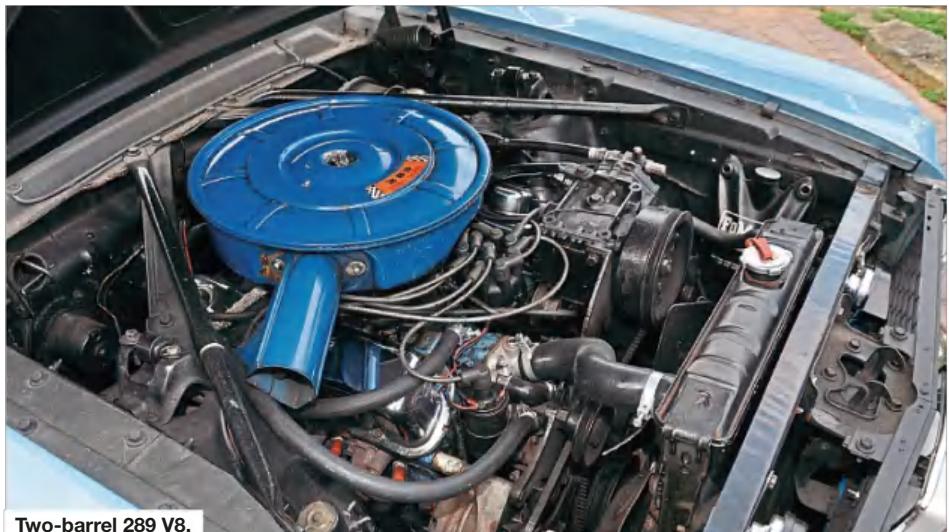
Overall this appears to be an honest car and will make someone very happy. It's not without issues and the owner admits that it could do with some monetary outlay to replace the areas where corrosion is beginning to show, but as prices for early Mustang convertibles continue to rise, the added expenditure would be worth the effort. As with all convertibles, we would recommend a thorough check of the underside to confirm that the factory-strengthened floor pan is as good as it appears on casual inspection. So as Nic clearly loves this car, why sell? The simple reason is that he's bought another '66 Mustang rag top, almost identical, down to the same colour! However, the 'new' one has a fresh crate motor, all-round discs, a new interior and hood, plus many modifications and updates that he considered would have spoiled his almost factory stock original. ★



Colour co-ordinated interior.



Spare tyre has matching cover.



Two-barrel 289 V8.

GOOD POINTS

Clean, rattle-free, well maintained, first generation Mustang convertibles are getting increasingly difficult to find at reasonable prices. Some are advertised for £40k plus. This one has excellent provenance. It has been cosseted, garaged and driven carefully for nearly two decades by a sympathetic owner and should give many more years of motoring pleasure with careful handling and regular maintenance.

This Mustang drives like a dream. It will negotiate stop/start city traffic without drama, yet has gobs of power when shown the open road. The steering is feather light. The factory optioned servo brakes are a rare bonus, and anchor the car straight and true under heavy braking. As both the hood and interior are in excellent condition it could even continue to earn some pocket money as a wedding or prom car.

BAD POINTS

Although a potential buyer would do well to inspect the underside of any early Mustang convertible on a ramp, given the importance of maintaining the floor pan's integrity, there would appear to be very little wrong with this particular example. While the car has been lovingly maintained mechanically, the bodywork could do with some attention. The owner insists that deterioration while in his care has been minimal. However, both lower door panels exhibit some rust, and would benefit from new skins.

Similarly, the bottom edge of the driver's side rear wing is a little ragged and there is evidence of rust in the area behind the passenger door. Spending some money having this cut out and patch panels welded in will pay dividends in the future. The air conditioning would benefit from a service, having been badly 'investigated' by a so-called expert a while back, but the heater works and everything else seems fine.



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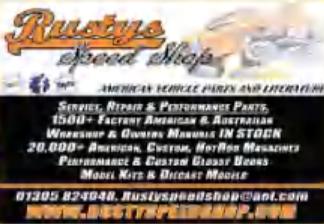
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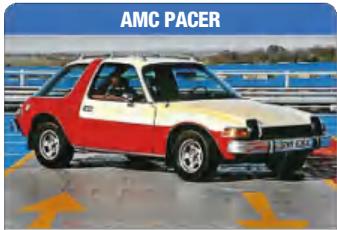


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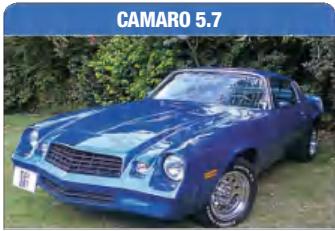
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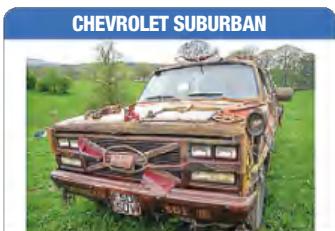
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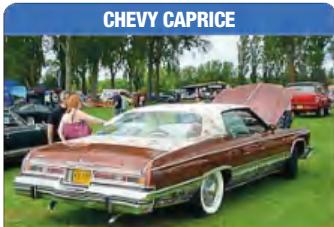
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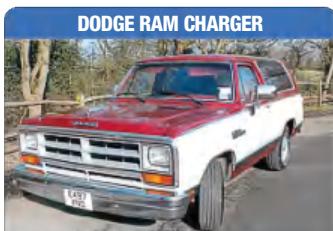
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CLASSIC AMERICAN READER ADVERTS

FORD MUSTANG



Convertible, 1972, 302CI auto, dark green met, Argent stripes, white conv top, medium ginger interior, p/s brakes top, orig wheels, Whitewall tyres, good orig cond, £10,995

Tel. 07976 245899. London

FORD MUSTANG



5 ltr, V8, auto, low miles, 23k, leather int, recent new polished rocket wheels, one of the best in country, £5995

Tel. 07976 666135. Dorset

FORD MUSTANG



3.8, 1996, auto, MoT until August 2016, cloth interior, nice condition throughout, no rust, low mileage, 55k UK miles, regularly serviced, £4250 ono

Tel. 01255 221249. Essex

FORD MUSTANG 289



1967, V8, red, black leather interior, auto, recently imported, registered and taxed, all duties paid, excellent condition, £19,995

Tel. 07885 911193. Kent

FORD RANCHERO



1959, with Galaxie trim, 429 Interceptor, bodywork like new, Pearl Diamond white over pearl, inferno red, p/brakes all look new, new shockers, lowered suspension, £16,995

Tel. 7949110430. W Yorks

FORD ROADSTER



1923 pick-up, fresh pro build with test miles only, 350/350 - fibreglass body and bed, too much to list, \$28,000

Tel. 248-495-9668. USA

FORD THUNDERBIRD



1962, imported new, owned 30 years, engine rebuilt 10k miles, transmission rebuilt, new radiator, brakes, shocks, h/duty fandr sway bars, wood pump/relays/pipes, £22,000

Tel. 01727 856586. Herts

FORTY EIGHT HARLEY DAVIDSON



Bobber, 12 reg, 924 miles, full Stage One Vance and Hines kit, Avon Whitewalls, too much to list, over £2000 spent on extras, £8499 ovno

Tel. Tony 01708 641097; 07845 631749. London

FREIGHTLINER HOT ROD HAULER



400 Cat, 16 sp, fully restored, too much to list.
Tel. 07970 579338. Kent

GARDNER DOUGLAS



Mk 3 Cobra, 1991, two previous owners with history, recently rebuilt 5.7 Chevy engine, manual gearbox, hood and tonneau cover, vgc, £21,000

Tel. 07798 866071. Middx

Email: peterpaulmoore@hotmail.co.uk

GMC SIERRA



1994/5 SLE 1500, extended cab, truck 5.7, V8, OHC, 16V, 350 c.u. Sport-side club coupe (step-side) body, 5 seater, auto, a/c, cruise, e/s, e/w, 37,500 miles, £15,000 ono

Tel. 07970 790548. Herts

GULFSTREAM WINNEBAGO



Blue and white, 7.5 ltr, V8, too much to list.
Tel. Darren 07412 715701 for more info. Oxon

HUPMOBILE E8



All new interior, mohair seats, carpet, well looked after, real head turner, art deco style 8 cylinder engine, £19,950

Tel. 01273 516720. E Sussex

LEXUS 300 GS AUTO



Excellent condition, MoT Dec, will put 12 months on if required, s/h, sat nv, all the toys, beige leather interior, make good wedding car, £1500 ono

Tel. 0191 2374955. Northumberland

LINCOLN NAVIGATOR



Reg 2000, 71,000 miles, new MoT, 3 owners, fitted LPG so fairly good on fuel, drives really well, £4995

Tel. 01202 577597. Dorset

LINCOLN NAVIGATOR



Ultimate Edition, auto, 2004, the finest available in the UK, low 29,500 mileage, a top of the line fully equipped SUV with 7-seater capacity, MoT til June 2016, £14,800

Tel. 07836 600800. Surrey

MACH 1 351



351 Cleveland, 4 speed manual, new clutch, Edelbrock carb + manifold, LSD shaker hood not a clone, daily driver deluxe interior, MoT, £1500 ono

Tel. 0785 5079341. Gtr Man

MERCURY



1983, excellent runner, with 10 months' MoT, clean velour trim, new tyres, may take any p/x, £1500 ono

Tel. 07872 606666. Cheshire

MERCURY MONTEREY



Breezeway, 1966, 6400cc, pas, auto, runs like a dream, rare car, £7000

Tel. 01603 890154. Norfolk

MUSTANG



Convertible, 2007, V6 auto, 90k, MoT 04/16, pretty car in excellent condition, silver, £8395

Tel. 07734 443904. N Yorks



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MUSTANG



1994, convertible, 2.4, 4 cyl, MoT, lots of money spent recently, just imported, black, ready to go, £4500

Tel. 07975 637609 can deliver. London

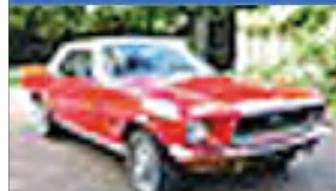
MUSTANG 289



4.7, V8, 1966 coupe, recent full respray including airbrushed skulls, viewing a must. Offers invited poss p/x.

Tel. 07823 324589. Berks

MUSTANG CONVERTIBLE



1968, auto/pas, new power top, 6 cyl, repainted poppy red with black trim, stunning,

Tel. 0208 9544552. London

MUSTANG FASTBACK



1965, full rotisserie rest, crate 350hp 302, hi-perf C4, 4-wheel SSBC disc brakes, TT2's, Borgeson p/s, super clean thr'out, blue with silver stripes paint, £36,995

Tel. 07960 108347 for more info and pics. Essex 540cam@gmail.com

MUSTANG FASTBACK



1965, V8, 289 auto, orig spec, White Pony int, 289 engine, C4 trans, imported 2013, £18k spent on restoration, v reliable, 18 mpg, may p/x classic or modern car, £26,995

Tel. 07788 100840. Norfolk

OLDSMOBILE



98, conv, white/blue interior/dark blue canvas top, 7.5L, V8, 1970, all orig, 50k, UK reg, MoT, no road tax needed in the UK, v good/straight/clean cond, £11,950 ovno

Tel. Chris 07747 771551. Surrey

OLDSMOBILE CUTLASS



1978, two door T-top, in superb condition, for sale/swap/p/x,

Tel. 07538 827336. Middx rockcarslondon70@googlemail.com for details.

PLYMOUTH BARRACUDA



1969, Fastback, factory r/h/d, recent total restoration, built 318 Ci, 3-speed auto, black leather interior, offers around £20,000

Tel. 07747 804202. Suffolk

PONTIAC



1969, owned 43 years, garaged, full matching nos, original condition and full documentation from new, £25,000 ono

Tel. 07770 223674 or 01843 654756. Kent

PONTIAC BONNEVILLE



1967, 400ci, full MoT, 4-dr pillar less hard top, stunning paint, excellent chrome, original gold interior, June CA feature car, £17,500

Tel. Steve 01202 896572; 07742 435016. Dorset

PONTIAC CATARINA



1953, Milano and laurel green, Straight Eight, lovely car, £17,995

Tel. 07757 831688. Surrey

PONTIAC FIREBIRD



Orig Pontiac, 1968, beautiful 350, auto, code "L" Aleutian blue, orig cond, solid throughout, owned 40 yrs! a/c, p/s, console clock, docs and factory manuals, £28,995 dollars obo

Tel. 001-760-751-3379. USA zuma26@netzero.net for more pics/info.

PONTIAC FIREBIRD



Excellent condition, original throughout, 3 owners from new, 88k miles, always garaged only driven on dry days, owned for past 9 years, selling due to new project, £3999 ono

Tel. 07553 271089. W Sussex

PONTIAC TRANS AM



1981, T-top, unfinished project, tax till Apr 2016, MoT till Oct 2015, £14,995

Tel. 01604 767001. Northampton

PONTIAC TRANS AM WS6



2001, with ram air hood, 5.7 ltr V8 LS1, imported in 2004 by current owner, auto, black on black, 63k miles, 4 brand new Cooper tyres fitted, Wings West front spoiler, Koni on car adjustable shock absorbers, GMMG exhaust, Alpine sub and amplifier, custom mats and headrests, stainless inserts and mesh, £11,000

Tel. 01787 277447. Suffolk

SALEEN S281SC



Supercharged Mustang, 2005, v rare car, black, JDM Stage 2, upgrade to 520bhp, 40k, chrome saleen 20" wheels, 14" brakes, charcoal leather, beautiful stunning car, £18,950

Tel. 07967 548780. Northamptonshire

SPARTAN SPARTANETTE 24



1950, rare vintage American aluminium trailer, 7 mtr body, v good, orig cond, perfect all-wood interior, body needs some TLC, waterproof and solid, ready to tow,

Tel. -81550206. France

THUNDERBIRD CALIFORNIAN



Stunning, 1963 show car, one of the most beautiful Thunderbirds in existence, candy paint with the lowest of the low air-ride this car is breathtaking, tandem, £19,995

Tel. 07725 524321. Dorset

WINNEBAGO BRAVE



1971, 2013 completed nut and bolt rest, body of chassis, new complete interior oak wood, sat TV, two heating systems, full size shower and toilet, thousands spent.

Tel. 01243 866656. W Sussex



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CLASSIC AMERICAN READER ADVERTS

For sale

AMC JAVELIN r/h/d, 1969, 343 CI, V8, auto breaking for spares, engine can be tried. Tel. 01366 727171. Norfolk.

ATTENTION TRANS AM OWNERS eg. no. TIA 616 at £2500 ono. Tel. 01234 742198. Beds.

BUICK RANGE 1972, dealership colour and trim showroom presentation album, paint samples, fabric swatches, accessories and options, stunning rare book. Tel. 07815 107911. W Sussex.

CADILLAC ELDORADO £75; Dinky model, met purple/black roof, mint condition, box not perfect, many features, £175. Tel. 01803 607265; 01364 653515. Devon.

CADILLAC PONTIAC r/h/d, 1962, 1965/66 Pontiac Catalina coupe, 1966/67 Buick Riviera and Hillman Minx II convertible. Tel. 0203 5734863. Middx.

DODGE RAM CHARGER 1500 Pick-up. Tel. 07836 611576. Cambs.

DODGE/FORD/CHEVROLET pick-up brochures from USA, for all 1996 models, can post no problem, £10 the three. Tel. 0750 1084121. Hants.

FORD EXPLORER 1999 Eddie Bauer, 4.0l, V6, 5 sp auto, loaded, red ext, grey int, 126k, one previous owner, fully serviced, MoT, easy to drive 4x4, £2650 ono. Tel. 01386 701902; 0771 413 9981. Glos.

FORD EXPLORER 4.0 auto Northface, V plate, met grey/leather, high spec, sunroof, DVD/CD, tough, reliable, smooth, luxury 4x4, good mpg, great cond, Jan MoT, 138k, £1250. Tel. 07711 286214. Durham.

FORD EXPLORER 1998, 4.0L, auto, grey leather, cruise, a/c, e/ seats, almost new tyres, good bodywork, needs ball joints, gearbox, oil leak, spares or repairs, 96,600 miles, £500 ono. Tel. 01702 302393. Essex.

FORD MERCURY Monarch Granada Ghia, 302, V8.5l, cruise control, original alloys, clean low mileage. Open to swaps or quick sale. Tel. 07432 145635. Surrey.

FORD MUSTANG 289 1995, Japanese import, 5L, V8, non-running, needs new/re-coded radiator, (old radiator present) otherwise complete, 227,483km, 4 good tyres, been stood 18 months, sensible offers, buyer collects. Tel. 07584 305460. Hants.

LINCOLN MKX 2012, (new model), every option, owned since new, shipped over from Canada and reg to drive in UK, low mileage, no accidents, largest sunroof of any passenger vehicle, touch screen and slide technology, handsfree bluetooth connection and Dolby surround sound, keyless entry, remote start, new tyres, £32,975 ono. Tel. 074000 75206. Lancs. jfkay1@gmail.com

JEEP CHEROKEE red, 1999, 4.0 auto, 105k, MoT Feb 16, full s/h, alloys, black leather trim, all electrics, many recent parts, good condition throughout, £1250. Tel. 07511 705671. N Yorks.

INTERNATIONAL PICK-UP

1970's for parts or restoration. Tel. 01275 854690. Bristol.

JEEP CHEROKEE Orvis, 1999, auto, 4.0 petrol, full s/h, red, 104k, MoT Feb 16, p/x Jeep Grand Cherokee 4.0, 4.7, V8, similar year and value, £1500. Tel. 07511 705671. N Yorks.

GARDNER DOUGLAS Mk 3, 1999, Cobra 5.7 Chevy, hood, tonneau cover, 3 owners, vgc, £21,995. Tel. 07798 866071. Herts.

TAMIA KING HAULER fully built, 6x4 American artic truck and trailer, c/w batteries, charger, instructions, all parts left from lots of upgrades, too many to list, top spec, 3 speed g/box, works very well, £595 can post. Tel. Alan 01872 575140. Perranporth.

Parts for sale

1967/68 SELBY MUSTANG HOOD fibreglass, brand new, £250. Tel. 07710 455557. Leics.

1974 LINCOLN windscreens, 1970, Mk 3 windscreens, £50 each; Lincoln window motors, £30 all good. Tel. 01526 342003. Derbys.

2 USED BF GOODRICH radial tyres 235 x 75 R 15, all black with loads of tread, will fit most early '70s Cadillacs, and many GM 'Pick-ups', pics are available if none with this ad, collect only from Liverpool, £65 no offers. Tel. 0151 284 4843. Liverpool.

3 X KUMO ECTSA TYRES ECTSA tyres, size 305 x 45 x 20, good tread, £25 each; 1 x Pirelli Scorpion zero size 305 x 45 x 20", good tread, £25; front bumper for 1979 KS blazer, no dents, needs rechroming, £20. Tel. 01263 510096. Norfolk.

4 HERCULES MRX TYRES size 205/70/15, with a 17mm white band. Tyres have done approx. 600 miles and are in excellent order, £200. Tel. 0151 5122505. Cheshire.

4 LINCOLN TOWN CAR WHEELS tyres, two radio cassettes, Old Lincoln town car, offers; 4 chrome wheels and tyres, offers; size 245/45ZR18/100/ over 1000 car magazines, offers. Offers. Tel. 01206 382494. Essex.

4X4 TYRES new, unused; 2 x general 32 x 11.50 R-15 L/T, M/S R.W.L., £45 each; also several American 14" and 15" tyres, very little wear, £25 / £30 each. Tel. 01253 882781. Lancs.

70-73 RS CAMARO rear lights, rear bumper, front quarter bumpers (bumperettes!) nose cone infill panel, (broken but fixable?) bumpers will need re-chroming, repros available from States but SO expensive! Tel. Roger 07973 915298 for details. E Sussex.

BUICK PARTS 1959, rear lenses, rear window, brake cylinder kits, manuals, transmission/engine gaskets, low/reverse bands, tune-up parts, springs, call for list. Tel. 01254 231708. Lancs.

CADILLAC CHASSIS FRAME 1941, build a special, Rat Rod, Hot Rod, very sound, quite light for such a big chassis, could be shortened at the rear. Tel. 07720 242177. Bristol.

3" BODY LIFT for '89 Chevy Short bed pick-up, £200 ono. Tel. 07977 397346. Man.

BULLET AMERICAN RACING WHEELS Brand new, with Goodrich G Sport comp tyres, fits 94-04 Mustang, 255/40Z17 front, 275 on the back, chrome valves, balanced, imported from America, Can get them delivered but will have to find out cost. Many pic available. £1200. Tel. 01752 829395. Cornwall.

C3 CORVETTE rear spoiler, finished in bright red, great condition, c/w all fixings, has been shaped to fit my car but will fit another similar car with a bit of fettling, only £50. Tel. 07549 206531. N Yorks.

CHEVROLET 1967, front bumper, grill, hood trim, lights, selling collection, Cadillac Buick, Olds, Imperial, T-Bird, Lincoln, hub caps, £25. Tel. 01254 231708. Lancs.

CHEVROLET 4.1L Straight 6 engine, 3-speed manual transmission, 1976? inlet manifold, integral with head, engine overhauled and detailed, first to see will buy, £400 ono. Tel. 01254 231708. Lancs.

CHEVROLET CAPRICE Classic Station Wagon, rear door complete, fuel tank, front bumper, lots of exterior trim, £100 or offers. Tel. 01254 231708. Lancs.

CHEVY GAS TANK 1957, new, fitted to car 400 miles ago in USA, but weeps from join seam so will need sealing, £70; buyer collects from Enfield London. Tel. John on 07940 513995. London.

CHEVY STEEL WHEELS 15x10, refurbished, silver finish, £200. Tel. 07977 397346. Man.

CHEVY WINDSCREEN brand new 1959-1960 (El Camino/Wagon/Sedan and hardtop), Also fits all GM sedans/Wagons and 4 door hard tops of these 2 years (Buick/Cadillac/Pontiac and Oldsmobile), £399. Tel. 01202 678845. Dorset.

DESOTO STEERING WHEEL '50s steering wheel, centre and horn ring, excellent chrome, copper coloured, Desoto Coat of Arms in centre, also one hub cap, £50. Tel. 01254 231708. Lancs.

DODGE COUPE 201CI 1932, flat six engine and 3 speed o/d gearbox, running order, no smoke, 6v/12v, can be heard running, still in the Rod, £1500 ono or sell the whole vehicle, £2200; unfinished 1954 Chopped Pop cab, jago chassis, suicide front, Thames axle, V5 showing 2.5 ltr engine. Tel. 07881 637145. Hants.

DODGE DAKOTA in channel window deflectors, 1997-2004, £30 plus postage. Tel. 01252 705024. Surrey.

DODGE DAKOTA medium grey cut pile carpet, (new in box), 97-04 single cab, £120 plus postage. Tel. 01252 705024. Surrey.

FLAT HEAD ENGINE wanted, 218ci, 6 cylinder, for a 1949 Plymouth. Tel. 07753 380789. Herts.

FAN BLADES 6-bladed, metal, for a flathead V8 Ford Mercury, £40; a few other bits. Tel. 079520 98392. Northants.

EX TANG SNAP STYLE TONNEAU off my 2005 Silverado with 6.5 bed, new in October 2014, bargain at £300. Tel. 01263 510096. Norfolk.

EXHAUST MANIFOLD Ford 1960-1968 352-390, 428 engine fits r/h/d perfectly, some other new parts also. Tel. 0207 2298757; 07891 872462 for details. London.

FORD 289 V8, complete engine with all ancillaries coupled to 3 speed manual box, ex 1968 Cougar, £1000; also rear axle for same, £200; other Cougar parts available. Tel. 07710 455557. Leics.

FORD F 7.5L, r/h, 100amp alternator, £100; starter motor, £150; hood/bonnet, £100; side fuel tank; skid plate, £50; rear fuel tank, £75. Tel. 01797 367672. Kent.

FORD MUSTANG s/steel Magnaflow exhaust from Cats Back will fit any V8 from 2008-2009, excellent condition, have pics if needed. Tel. 01246 431765. S Yorks.

JEEP wheel spacers, £70 ono. Tel. 07977 397346. Man.

LARGE AMOUNT OF SPARES for sale 1955-56 Thunderbird, all must go, moving forces sale. Tel. Joe 01934 642383. Somerset.

LSI CYLINDER HEADS from 1999, Camaro c/w valves and rockers, good condition, £100. Tel. 01947 810664. N Yorks.

MODEL CARS 160, 1/18th model, 102 American, most with boxes, £1250. Tel. 01268 7345265. Essex.

MOPAR RADIATOR for 440 Dodge/Plymouth/Chrysler B/C body. 2898070, original rad, not repro, from my 1970 GTX, doesn't need a re core, no overheating issues, £499 ono. Tel. 07753 868587. W Sussex.

PAIR ARM RESTS (new), Carmine red, will fit Chevy truck/Blazer/Suburban, 1977-1980, £80 plus postage. Tel. 01252 705024. Surrey.

PAIR GAS-A-JUST shock absorbers, new, for 1988-1996 Corvette, £20 plus £5 p and p. Tel. 01242 574083. Glos.

PAIR SEAT BELTS Carmine red, (new), they will fit any truck, Ford, Chevy, Dodge, 50s, 60s, 70s, 80s, they bolt straight to the floor, £120 plus post. Tel. 01252 705024. Surrey.

PONTIAC FIREBIRD 2001, Trans Am, 17 wheels, excellent condition, 2 # with near new tyres, 2 # with 3-4mm, believe will fit Third Gen maybe others, £500; also new s/s 1/4 headers for LS1 motor for a 99 car I think, £185. Tel. 01787 472879. Essex.

PONTIAC GTO/LE MANS 1968/9 parts, one left front wing, 2 doors, front radiator support, apron, all in good condition, offers. Tel. 07736 421735. Devon.

RAYBESTOS rear brake drums, 2661R/Corresponding to: No. 102661, no. 2661, no. F2661, 13.7" diameter, 5 bolt, new, in boxes, x2, £150 the pair. Tel. 07721 374478. W Sussex.



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01376 552399



Ford Mustang GT

For sale is a Ford Mustang GT 2002. 4.6lt Auto Convertible. 38,000 miles. 1 owner. White with a tan leather interior. Fantastic condition. Fully loaded. US Car. £7995

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£42,500

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CORVETTE STINGRAY

1981, white with tan leather, 58k, 4 sp manual, 5.7 V8, glass T-top, s/h vgc.

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Image coming shortly

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1970's

Very good condition
Some race history

£9,950

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TYRES 4 Galaxy Vitour tyres, 205/70/15, (24mm white band), exc order, done approx 700 miles, £180. Tel. 0151 5122508. Cheshire.

SMALL BLOCK CHEVY 4BBL cast iron intake manifold, square bore 4 hole, suit Holley, Edelbrock etc carbs, painted Chevy orange, £50. Tel. 0777 3037322. Middx.

TWO LICENCE PLATE SURROUNDS chrome, one with two Cobras, the other has barbed wire effect, vgc, £10 each inc p&p. Tel. 01386 701902; 0771 4139981. Glos.

TYRES very good tread, 2x 215/60 SR14, O.W.L; 1 x 205/60 R14, O.W.L; 1 x BFC 255/70x15, R.W.L (new); 1 x 205/70 15.W.W. 1 x 815 x 15, W.W., all £25/£30 each. Tel. 01253 882781. Lancs.

TYRES - SET OF 4 235 x 75 x 15, 3/4 inch Whitewalls, used but in excellent cond, never any scuffs, damage or repairs, assured 100% safe as just removed off my own car, minimum 8mm tread on all 4, £250. Tel. 0121 3533589. B'ham.

TYRES FOR SALE 6 of, size is 8.00 x 16.5 done about 200 miles like new, came off my Ford F350, £600. Tel. 07564 120148. Devon.

UNILUG ALLOYS set of 4, with 235/75/15 tyres that show no sign of ageing, wheels need polishing, offers around £250. Tel. 01234 838848. Beds.

WESTERN UNILUG ALLOYS 4x with tyres, need polishing, centre caps need rechrome, tyres show no signs of aging 6mm + tread, Ameriway white bands 235/75/15 were fitted on 74 Monte Carlo, £250. Tel. 01234 838848. Beds.

WHELEN LIBERTY LIGHT BAR 48", slim style with clear lenses, lights up with blue LEDs, 4 corner LEDs only, has low power option, lots of flash patterns, cost £1200, accept £300. Tel. 0114 2206335. S Yorks.

WORKSHOP SERVICE/REPAIR MANUALS various, original for Pontiac/Buick/Corvette/Blazer/Lincoln etc, some in sets, mostly 1980s and 1990s. Tel. 0781 5185025. Man.

Parts wanted

2ND GEN CAMARO dash/interior trim parts (not seats), any 2nd Gen parts considered. Tel. 07805 531276. Northants.

68-70 DODGE CHARGER parts wanted, bonnet, grille, engine parts, body trim, interior trim, why? Tel. Garry on 07979 255595 or 01474 536348. Kent.

CADILLAC 1959/1960, flat top front passenger window, complete in its chrome frame, 58cm by 35cm (in frame) with an E Z Eye green tint, don't mind bubbles/de-lamination/patina as will match what I have. Tel. 01502 568163. Suffolk.

CHEVY BLAZER /GMC Jimmy k5 (full size model) 1980-90 tow bar, factory built class 3 or 5 receiver hitch unmodified/good condition. Cash waiting, will collect. Tel. 07955 553684. W Mids.

EXTERIOR SUN VISOR for 1955 F100 Stepside. Tel. 07968 392853. Cornwall.

FORD MUSTANG 65/66 model, front and rear bumpers required, in any reasonable condition. Tel. 078900 69505. Lancs.

PASSENGER DOOR for a 72 Plymouth Satellite. Tel. Mike on 07432 404181. Kent.

POWER STEERING GEARBOX wanted for a 1965 Galaxie 500, 2 door convertible, will buy scrap car if not disassembled. Tel. 01793 771767. Wilts.

REAR BUMPER WANTED Pontiac Catalina, 1965, also wheels and tyres, any other spares please. Tel. 07734 045222. E Sussex.

REAR BUMPER WANTED plastic covering strip for Cadillac Fleetwood Sedan, 1992, prefer white but colour not issue, also require radio/cassette and gold bonnet emblem. Tel. 07950 398750. W Mids.

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